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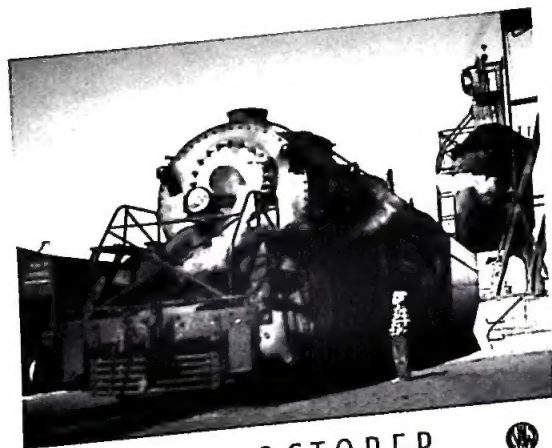
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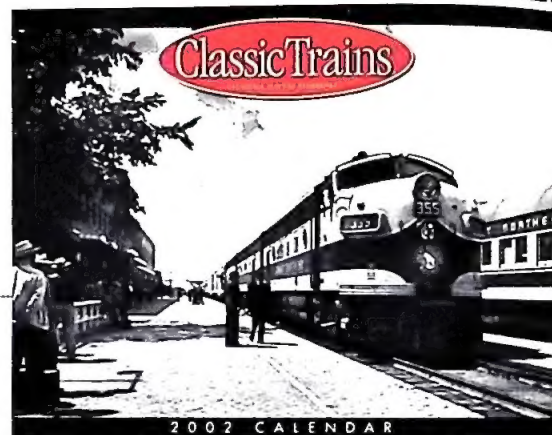
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WINTER 2001 • VOLUME 2 NUMBER 4



ERIE

ABOVE: Carrying oil for the East, tank cars cross the Delaware River at Mill Rift, Pa.; shack is for bridge guards. BELOW: Soldiers arrive by standard Pullman cars at a camp somewhere in the U.S.



PULLMAN CO.

20

Ready to Serve the Nation

Soldiers' signatures recall a time when railroaders and railroads answered an urgent call. *By Robert S. McGonigal*

22

The B&O Goes to War

Records from early December 1941 show the effects of global conflict on Baltimore & Ohio's St. Louis line. *By Bob Withers*

34

Inspiring the Home Front

When war suddenly inundated them with traffic, the railroads switched advertising strategies. *By Michael Zega*

38

Hitler's Rail-Wreckers

Some of America's great railroad landmarks were prime targets in a daring Nazi sabotage plot. *By Peter A. Hansen*

48

GI with a Paintbrush

Lt. Gil Reid's artwork captured the railroad scene around Naples, Italy, in 1944. *By Robert S. McGonigal*

52

Photo Classics

An all-color look at wartime railroading on the Santa Fe, Soo Line, C&IM, Atlantic Coast Line, and Key System.

60

A Soldier's "Wartime Fan Trip"

How a man rode trains over 20,000 miles in 2 years, courtesy of Uncle Sam. *By Fred N. Houser*

74

EMD's Shock Troops

While helping to defeat the Axis abroad, early E units, FT's, and switchers battled steam at home.

76

Recalled to Active Duty

Marginalized by highways and the Depression, electric interurbans served with distinction during the war. *By William D. Middleton*

84

Troop Cars

Boxcar-inspired troop sleepers and kitchen cars were answers to the railroads' wartime capacity crunch. *By Patrick C. Wider*

92

Close Call at Clevilas Tunnel

One night during the war, a Virginian Railway operator's quick thinking prevented a catastrophe. *By Ed King*

6

From the Editor

The greatest challenge

8

Contributors

Meet this issue's crew

10

Fast Mail

Letters from our readers

14

Fallen Flags Remembered

Western Pacific

96

A Classic Year

1941

98

The Way It Was

Tales by railroaders and railfans

111

Second Section

Rescue and resurrection

114

Bumping Post

Washington Union Station

ON THE COVER: *Forward*, a painting by Dean Cornwell for the Pennsylvania Railroad's 1944 calendar, evokes the railroads' World War II role. Dan Cupper collection.



PRR: A. F. Sozio

ABOVE: A giant American flag hangs over bustling passengers and blacked-out lamps in New York's Pennsylvania Station.

The greatest challenge



SIXTY YEARS AGO this December 7, the Japanese attack on Pearl Harbor brought the United States into the biggest war the world had ever seen. With immense numbers of soldiers, civilians, raw materials, and finished goods to move, the nation turned to its railroads.

They might have seemed ill-equipped for the task. By some measures, the industry had peaked a quarter century earlier. In the intervening time, it had coagulated during World War I, been battered by highway competition and the Depression, and shed thousands of employees, locomotives, and cars. As the new war unfolded, the carriers lost experienced men to the draft and were denied equipment they thought necessary to do their work. The railroads were challenged as they had never been before.

This September, the nation endured another day of infamy. As in 1941, a deadly attack on American soil has thrust the nation into a daunting conflict. While many of us look ahead with unease and uncertainty, we can know that six decades ago the railroads *met* their greatest challenge. As you'll see in this special issue, the B&O kept its St. Louis line moving, moribund traction lines sprang to life, Pullman strove to give every fighting man top service, and a lone operator kept his railroad safe.

In these and other stories of obstacles overcome, we can appreciate—and perhaps draw inspiration from—what the railroads accomplished when they really had to.

Robert S. McGonigal

Servicemen, civilians, government, industry—they all needed the rails during the war.



ALLEN BAUER



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CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter), (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., P.O. Box 1612, Waukesha, WI 53187-1612. BN 12271 3209 RT. Canadian International Mail Products Agreement No. 1626701. Postmaster: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., P.O. Box 1612, Waukesha, WI 53187-1612. Phone: (262) 796-8776.

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F Units: The Diesels That Did It

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Contributors

Peter A. Hansen ["Hitler's Rail-Wreckers," pages 38-47] lives in Lenexa, Kans. He's had several stories in *TRAINS* Magazine, including pieces on Kansas City Union Station and the Casey Jones centennial, but this is his first for *CLASSIC TRAINS*. He thanks Ed Brinkel of the Altona Railroaders Memorial Museum, Martina Caspers of Germany's Bundesarchiv, and Fred Romanski of the National Archives. Karen Pearson's translation services were an invaluable aid in tapping the German sources.

Fred N. Houser ["A Soldier's 'Wartime Fan Trip,'" pages 60-73] went to work for the Bessemer & Lake Erie after he left the Army. In 1955 he began a 20-year stint on the staff of *Railway Age*; based at the New York office, he covered motive power and rolling stock. Fred worked for the Transportation Research Board in Washington, D.C., from 1974 until he retired in 1986. He lives in his hometown of Stoneboro, Pa., where he is president of the borough council and active in the Shenango-Pymatuning Chapter of the NRHS. He's ridden trains all over the world, and keeps a map of his U.S. rail travels. This is his first *CLASSIC TRAINS* byline.

Ed King ["Close Call at Clevitas Tunnel," pages 92-95] retired in 1997 after a career with Norfolk & Western, Seaboard Coast Line, the U.S. Railway Association, Rock Island, C&NW, and Soo Line. A native of Bristol, Va., he now lives in Florida. He's written extensively about railroading, and this is his third story in *CLASSIC TRAINS*.

Arthur L. Lloyd ["A Good Ride on Keddie's Road," pages 14-18] retired in 1991 after 20 years with Amtrak. He lives in Portola Valley, Calif. This is his first *CLASSIC TRAINS* byline, though he wrote about the Western Pacific in the June 1999 issue of *TRAINS*.

William D. Middleton ["Recalled to Active Duty," pages 76-83] is the dean of U.S. electric railway writers. A professional engineer, he retired from the Navy's Civil Engineering Corps in 1979, then served until 1993 on the general faculty and as the chief facilities officer at the University of Virginia. Over 50-odd

years, he's written some 500 articles and 15 books on railroading; this is his second *CLASSIC TRAINS* byline.

Patrick C. Wider ["Troop Cars," pages 84-91] was born in 1949 in Jamaica, N.Y. He is a principal engineer in the Boeing Co.'s aerodynamics department in St. Louis. Away from work, he builds HO models from the late 1940's; his favorite railroads are the Santa Fe, UP, and SP. He is associate managing editor of the *Railway Prototype Encyclopedia* series of softbound research books; "Troop Cars" was adapted from one of his articles in that publication. This is his first *CLASSIC TRAINS* byline.

Bob Withers ["The B&O Goes to War," pages 22-33] is a religion reporter for the *Herald-Dispatch* in Huntington, W.Va., a bivocational Baptist pastor, a life-long B&O fan, and author of the book *The President Travels by Train*. This is his second article in *CLASSIC TRAINS*, after "When the B&O Ruled Wheeling" in Fall 2000. He thanks V. Wayne Mason III for allowing him to rescue records from Grafton in 1998, when Mason was superintendent of operations of CSX Transportation's Cumberland Coal Business Unit.



Michael Zega ["Inspiring the Home Front," pages 34-37] received a B.A. in American History at Columbia University, then spent four years working as an Amtrak sleeping-car attendant. Mike lives in New York City and frequently writes about railroad advertising and promotion (his four-part series "Classic Railroad Advertising" started in our Summer 2000 issue). His book *Travel by Train: The American Railroad Poster, 1850-1950* will be published by Indiana University Press next year. **I**





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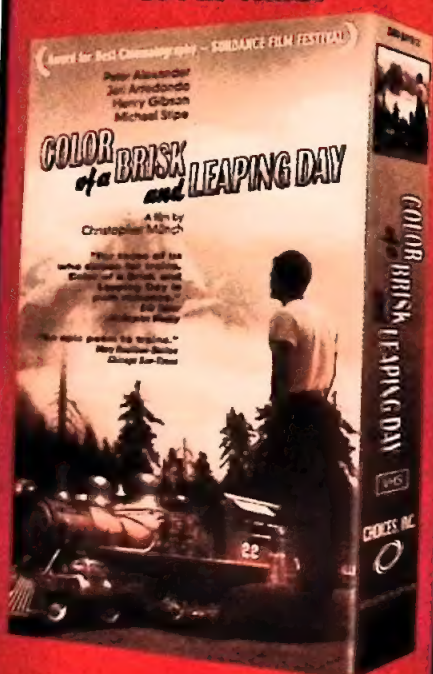
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The daily City, and other Western wonders

Your Fall issue was excellent as usual. I particularly enjoyed J. David Ingles' "Which Way Home from Denver?" [pages 22-31]. There is, however, an inaccuracy on page 24 when he describes SP's *City of San Francisco* as tri-weekly.

The *City* was a daily train from 1947 until March 22, 1970, when the SP portion was reduced to tri-weekly. The same ICC ruling which allowed the SP *City* to be reduced in frequency also allowed Western Pacific to discontinue its portion of the *California Zephyr*. The *City* would continue tri-weekly under Amtrak, which renamed it *San Francisco Zephyr* in November 1971. After a season of daily operation during summer 1972, the SFZ went daily on a permanent basis in June 1973. Today we know this train as the *California Zephyr*, a name Amtrak restored in April 1983.

Only 12 days after Ingles' visit to Ogden, the first of 10 EMD SDP45's began service on the SP portion of the *City*'s run. The SD's would share duties with the PA's until the last five active PA's were retired when they arrived at Oakland with train 101 on July 10, 1967.

Daniel B. Kuhn
Utah State Rail Planner
Salt Lake City, Utah

Dave Ingles and I almost crossed paths in Ogden in May 1967. He left on the *Butte Special* on the 20th and I was 24 hours behind him on the 21st aboard the westbound *City of San Francisco*.

We arrived Ogden as part of UP 103, the *City of Los Angeles*, with A-B-B-A-E units and 20 cars. Eight cars were switched out and added to 12 already made up and waiting for us. Then the dirty, filthy, lovely SP PA's backed down. Even though they were on their last legs, we still arrived Oakland 10 minutes early. That was at 1:10 p.m., and

the four PA's and nine passenger cars were turned and serviced and, with new head-end cars, left on time at 2:50 p.m. for another trip to Ogden. Not bad!

Rodger M. Darling
West Chicago, Ill.

As always, I found the Fall issue enjoyable, especially Dave Ingles' "Which Way Home from Denver?" I made a similar safari in 1969, riding from Evansville, Ind., to Chicago via Jacksonville, Fla.; Los Angeles; Portland, Ore.; Butte, Mont.; Salt Lake City; Cheyenne; Denver; and Carbondale, Ill.

Ingles says Gulf, Mobile & Ohio's sleepers were withdrawn at the end of 1967. Not so. GM&O continued to carry a Pullman-operated sleeper on the Chicago-St. Louis *Midnight Special* until Pullman ended its remaining sleeping-car operations December 31, 1968.

Tom Heinrich
Powder Springs, Ga.

¶Regarding GM&O's four 1950 ACF 8-roomette, 1-compartment, 3-bedroom, 4-section sleepers (which ran on the route of the very first Pullman sleeper)—I also implied they had six-wheel trucks like the 11 coaches and 4 parlors of 1948. Not true (below). As to the *City of San Francisco* being daily, I should've rechecked my slide of that SP FP7 set I photographed at Ogden—the morning previous, their day of arrival on No. 102! Ditto on my cover shot of Rio Grande's Prospector; it was taken a couple of days before I rode, not the day before.—J.D.I.

Railroading, Hollywood-style

One evening, some 70 years ago, I attended a movie with my parents. It

GM&O's four 1950 sleepers—Timothy B. Blackstone, Judge Milton Brown, Samuel King Tigrett, and Culver White—had four-wheel trucks, and ran through 1968.



J. DAVID INGLES

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started out with a rock slide hurtling down a mountain toward a railroad track. This is all I remember, but it made such an impression on me, I bored my poor friend with vivid descriptions of every scene as we walked to school the next day. It made such an impression on me, that this movie sparked my 70-year interest in trains.

With time, I forgot most of the movie, except for that opening scene. Over the years, I made a few inquiries, with only that bit of information, in an attempt to find out the title and a more facts about that great film.

Well, whattaya know. In the Fall issue was the entire story of that wonderful movie, *Danger Lights* ["Thrills and Chills on the Milwaukee Road," pages 32-39]. Like finding a long-lost friend! It even mentioned the memorable opening scene and clearing the tracks after the slide. But, you'll never convince me this was a miniature shot!

Thanks, CLASSIC TRAINS, for bringing this movie and me together again.

Ken Little
San Diego, Calif.

When it comes to real meat-and-potatoes railroading grit, it would be hard to top *Emperor of the North*. The casting for this film was positively perfect with Lee Marvin as the wise-in-the-ways-of-the-world hobo, and Ernest Borgnine as the ruthless conductor who had a thing about people riding his train without a ticket. Top off this bountiful recipe with the late, great Marty Robbins singing the song on the intro credits and you get a film that's a kick to view over and over again.

Daniel P. Marrone
Sandown, N.H.

One of the "actors" in *Danger Lights* still lives on. The Milwaukee Road dynamometer car X-5000 is now part of the permanent collection at the Illinois Railway Museum in Union. It is being restored there by the car's former crew chief and his son.

Ken Jamin
St. Louis, Mo.

Shaughnessy's priceless pictures

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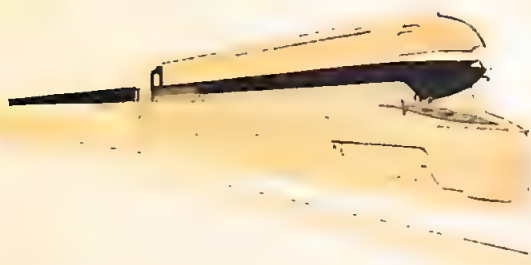
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Fast Mail

photographer/historian Jim Shaughnessy [pages 44-55, Fall] is tempered by the joy of knowing that Jim is still with us. There were few railroad books published in the 1960's that did not include at least one of his classic compositions. Let's hope his "80,000 black-and-white negatives and 60,000 slides" mentioned in the story end up somewhere so future generations can learn what railroading in the mid-20th century was all about.

*Greg Donnellon
 Gaithersburg, Md.*

Flying high on the PE

References to the Pacific Electric [page 98, Fall] are always appreciated. The terminal at 6th and Main streets in downtown L.A. was indeed the "Bastion of the Big Red Cars," but it was not entirely a stub-end station. Four or five tracks did end at the terminal building, but the two southernmost tracks continued through the building to exit on Market Street.

I grew up with the Big Red Cars. I once turned down a birthday gift to ride the Goodyear blimp and rode the PE to Riverside instead!

*Harold B. Norris
 Lakewood, Calif.*

Elizabethport from above

The photo on pages 66-67 of the Fall issue was superb. I can relate to it since the first sales call I made while working in Locomotive Marketing for General Electric was to Jersey Central at E'port. The Superintendent of Motive Power's office was in the building shown as callout 9 in the photo. Noteworthy was his conference table supported by the headlight from the last 4-6-0 Camelback. GE pitched U23C's primarily for South Jersey sand trains, as well as the Scranton trains operated jointly with Erie Lackawanna. Unfortunately, CNJ's finances at that time were such that no order was forthcoming.

In the same photo, callouts 2 and 4 show interlocking towers RU (E'port) and FH (Singers), respectively. RU was noteworthy as the second installation of the US&S Union Route push-button interlocking machine in 1938. This machine was a competitive offering to GRS's similar eNtrance-eXit machine.

Please publish more aerial or panoramic views. They provide good detail and perspective of facilities as compared with a track-level view. They show dramatically that a railroad is more than just engines and trains.

*Ben F. Anthony
Erie, Pa.*

Double play

The latest *CLASSIC TRAINS* was *tops* because it had a couple of items that I could relate to.

First: "CN's Narrow-Gauge Kingdom," pages 75-83. In 1942-46, while in the U.S. Navy, I rode the *Placentia* to St John's several times. It was steam-powered. The coaches were open at each end, and there was only a pot-bellied stove at one end to heat the entire car. It was great to read about the latter years of the railroad.

Second: "Late Fall Encounter at Georgetown Junction," pages 91-93. B&O trains are of prime interest to me. In 1939 I was living in Chevy Chase, Md. When I left to attend college in Massachusetts, I obtained permission to ride the cab of a new B&O diesel from Washington to Jersey City. What a great trip it was, seeing the countryside and some of the towns I had lived in during my childhood.

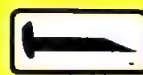
Keep up the wonderful stories and experiences of the readers.

*Morris Spawn
Harbor, Ore.*

Fall fixes . . .

While Santa Fe did receive two experimental hi-level coaches in 1954 ["A Classic Year," pages 84-85], it did not launch hi-level train service until 1956. . . . Virginian Railway engine 600 ["Fall-en Flags Remembered," pages 14-18] was built as a 2-8-8-2, not a 2-8-6-2. Also, VGN's big coal gondolas were built after N&W's, not before. . . . The top-right photo of the Erie centennial train on page 70 was taken in Bing-hamton, N.Y., not Susquehanna, Pa. ■

CLASSIC TRAINS welcomes reader letters. Write to: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com; fax: (262) 798-6468. Letters may be edited for clarity and to fit the available space.



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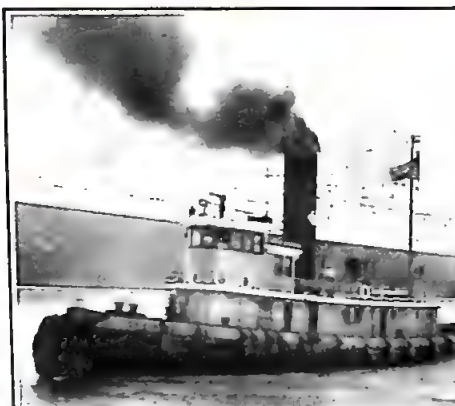
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Fallen Flags Remembered

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Surveyor Arthur W. Keddie had a dream: to build a railroad through Beckwourth Pass, lowest crossing of the Sierra Nevada at 5003 feet, and maintain a maximum 1 percent grade through the canyons of the Feather River and Spanish Creek. He was laughed at by the Big Four (the men who backed the Central Pacific), who stuck with the Donner Pass route, 150 miles shorter but whose summit was 2000 feet higher.

Keddie's dream wouldn't die, however, for on March 3, 1903, a group of investors signed a deed to build what would be the last transcontinental railroad, the Western Pacific, from Salt Lake City to San Francisco, utilizing

the engineering work done by Keddie. George Gould, owner of the Denver & Rio Grande and the Missouri Pacific, was the principal force behind the proposal, for he wanted to own a railroad that extended from coast to coast. He pledged the D&RG as collateral, a move which put both the WP and the Rio Grande into receivership in 1916.

Construction started in Salt Lake City. The line would be all 90-lb. rail and have no curve exceeding 10 degrees. To keep to the 1 percent maximum grade, the full-circle Williams Loop was constructed between Massack and Spring Garden, Calif., and another partial one, Arnold Loop, west of Wendover, Nev.

Work also went from Oakland eastward, and the last spike marking completion was driven on the bridge over Spanish Creek at Keddie, Calif., on November 1, 1909. There was no ceremony. Section foreman Leonardo de Tomasso, age 25, did the honors with a standard steel spike. Arthur Keddie was still around, though. He rode WP's first passenger train, and he spoke from the Plumas County Courthouse steps in Quincy, Calif., on November 21, 1910.

As a young San Francisco railfan in the late 1930's, I saved my money to ride

Keddie Wye, Calif., June 22, 1981: Second-generation WP diesels, painted dark green, with a UP run-through unit presaging the future, meet as BN 171 off the Inside Gateway defers to the "Ford Fast."



DONALD R. KAPLAN

By Arthur L. Lloyd

almost every weekend at the round-trip fare of \$1.25 from San Francisco to Sacramento (or splurge at \$2.25 to go to Chico). A treat was to take the SN interurban to Sacramento and return on WP 39, the *Exposition Flyer*, as tickets were honored on both lines. No. 39



would come blasting into Sacramento—invariably on time—in the charge of a former Florida East Coast 4-8-2, resplendent with shiny and white-painted wheel treads. WP was dispatched completely by train orders and timetable; its only block signals were on the paired track between Weso (Winnemucca) and Alazon (Wells) in Nevada, where eastbound WP and Southern Pacific trains used WP, while both roads' westbounds used SP. I would have dinner in No. 39's diner, with bone china, actual silverware, and a finger bowl—a delicious meal for 75 cents.

In summer I would visit relatives in Quincy, deep in Feather River country. My parents would put me on No. 12, the *Feather River Express*, for the overnight trip in a tourist sleeper lower berth, for \$3. At Quincy Junction, Quincy Railroad's 2-8-2T No. 2 would wait for the connection, but I was met by auto. I would get rides on the Quincy, though, in the cab of No. 2 with engineer Solon Luzzadder, who let me work the throttle. (The locomotive, owned by Pacific Locomotive Association, today is kept alongside the former WP main line in Sunol, Calif.). My return to San Francisco was usually by SN bus to Oroville Junction and then SN train 7 home.

World War II changed the complexion of the WP. It became an important carrier on its own right, no longer just taking the leavings of giants Southern Pacific and Santa Fe. The diminutive *Feather River Express*, prior to the war made up of just an RPO, baggage, coach, and sleeper, went to daytime operation to release its two tourist sleeping cars for military use. A 651-series parlor car replaced the sleeper, and you

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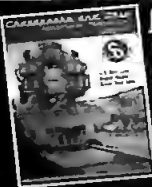
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Fallen Flags Remembered



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Trains 39 and 40 retained the name *Exposition Flyer* even though the Golden Gate International Exposition ended its run in 1940 (the train was numbered 39 and 40 for the two years of the Fair). During the war, it often ran in two or more sections. I recall 40 arriving in Salt Lake once behind 4-8-2 176 with 26 cars in tow, and no helper engine.

On December 29, 1943, I was headed for basic training in Fort Benning, Ga. From the Presidio of Monterey, most military travel centered on SP, but I talked the transportation clerk (rail historian and author Guy Dunscomb) into routing me WP. I rode SP's *Del Monte* to San Francisco, then the second of five sections of the *Exposition Flyer* to Chicago. From there I rode Illinois Central's *Seminole* to Columbus, Ga. (Central of Georgia beyond Birmingham, actually). By this time the War Production Board had allowed WP to install Centralized Traffic Control between Oroville and Portola. After the war, WP installed CTC on all of its 924-mile main line except for the paired track in Nevada.

On March 20, 1949, WP passenger service leaped forward with the new Vista-Dome *California Zephyr*, operated with Burlington and Rio Grande. Many an influential traffic manager rode the CZ, and these men were impressed with

The eastbound *California Zephyr* is headed for Feather River Canyon as it meets a WP freight led by four F units in fall 1966, as seen from a dome front window on the CZ's observation-lounge car.

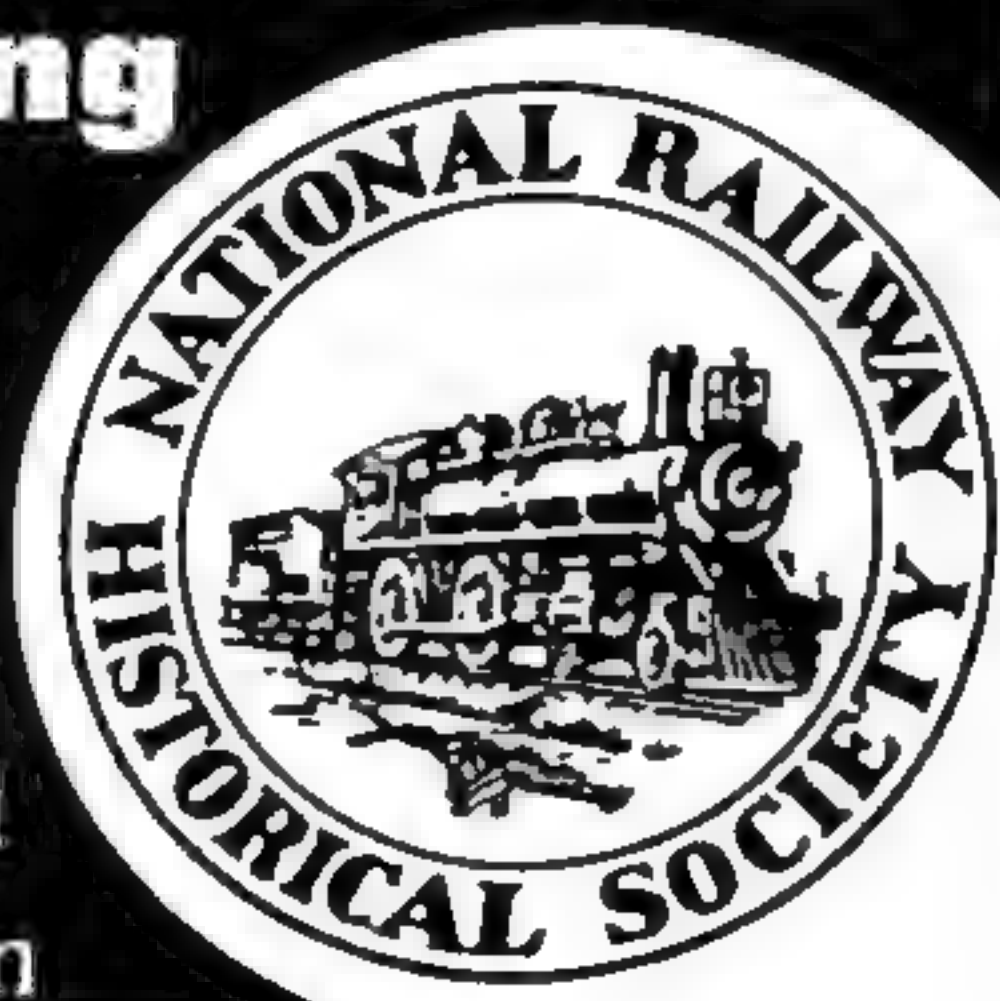
the service offered by the three railroads. In 1951 WP landed a big Ford Motor assembly plant in Milpitas, Calif., on the San Jose line.

I completed my education at UC-Berkeley in 1948, thanks to the GI bill, and continued with the small bus company that three other railfans and I had established. Meanwhile, neighbor and fellow rail historian Gilbert Kneiss had joined the new WP management, and I talked with him about joining my favorite railroad. Fred Whitman was the new president, and help was needed in the passenger department. I became a reservation clerk on September 1, 1949, but the job was short-lived as the *Royal Gorge* lost its sleeping cars. Gil came to my rescue, as he needed help in the public relations department. Luckily I had learned to type in high school, so I became his clerk.

I spent a happy 12 years as Gil's assistant, and as assistant editor of WP's employee magazine, *Mileposts*. We rectified the lack of a "last spike" ceremony for WP's completion by organizing the "Ruby Jubilee" at Keddie on November 1, 1949. Leonardo de Tomasso himself, by then age 65, again did the honors, using a ruby spike. The westbound CZ

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paused behind him, while Virginia & Truckee locomotive 12 *Genoa*, loaned to WP by the Pacific Coast Chapter of the Railway & Locomotive Historical Society, stood on the wye leading to Bieber and blew its whistle.

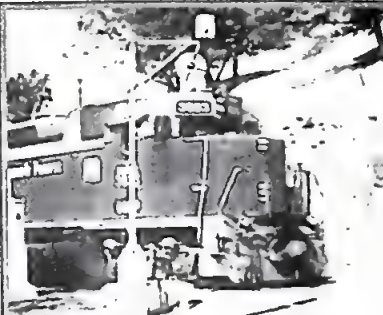
Our department also marked the 20-year anniversary of completion of the 112-mile Keddie-Bieber "Inside Gateway," and then overhauled 4-6-0 No. 94 (despite some strenuous operating department objections, overridden by President Whitman) for WP's 50th anniversary on March 3, 1953, re-enacting WP's first passenger train of August 21-22, 1910, which 94 itself had pulled between Portola and Oroville.

The public relations department handled all WP special passenger trains, other than military. This was mainly because both Gil and I were fans, and we encouraged R&LHS, and others, to sponsor specials. We took Budd's demonstrator RDC1 over WP and its two subsidiaries, SN and Tidewater Southern. We operated doubleheaded steam with 94 and 2-8-2 334, and we had some steel gondolas equipped with ladders for a trip on the Feather River Rail-

One of the author's R&LHS excursions, the "Butte-Plumas Express" of June 15, 1957, with 4-6-0 94 and 2-8-2 334 doubleheading, stages a photo run for the 340 passengers near Sunol, Calif.



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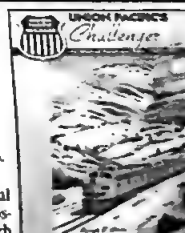
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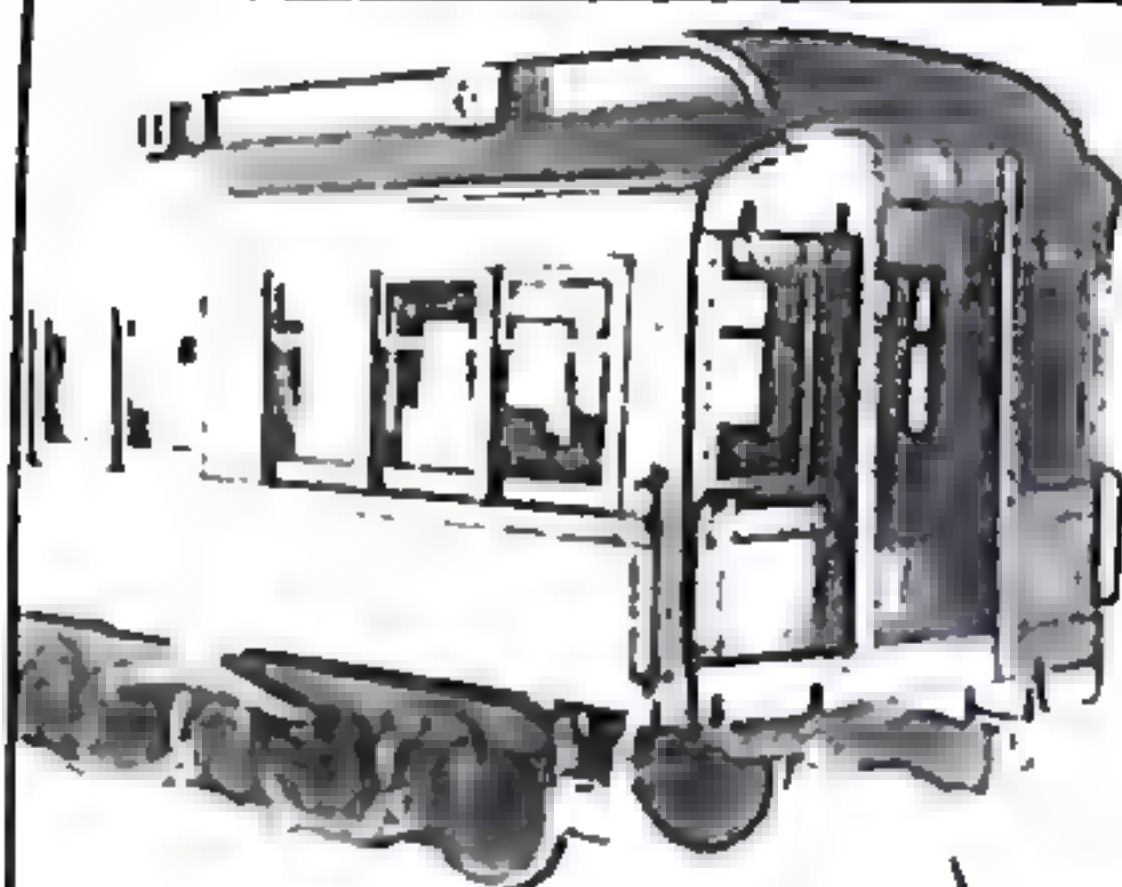
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Fallen Flags Remembered

way. WP management was sympathetic to our cause, and WP ran several successful trips.

Although WP was a great railroad to follow and to work for, clouds were on the horizon. The CZ still ran full in peak periods, but was virtually empty east of Portola in winter. There were dark words about whether WP needed a public relations department. I left WP in 1961; Gil Kneiss died in 1965; and the CZ made its last run on March 22, 1970. My tenure at WP had increased my railroad education, but the experience gave me the background for my 10 years as a travel agency owner, specializing in rail tours, and setting up the final 20 years of my career, spent with Amtrak.

Western Pacific stayed independent until acquired by Union Pacific in 1982, but it still lives. We still say "ex-WP" when referring, for instance, to an Amtrak *San Joaquin* running between Sacramento and Stockton on the UP track that is not former Southern Pacific. The Feather River Railroad Museum, headquartered in the former WP diesel shop in the old WP railroad town of Portola, perpetuates WP history. Its large diesel collection has several WP examples. WP steam locomotives 94 and 334 are both at the Western Railway Museum near Rio Vista, Calif., which also operates interurbans on a restored segment of the Sacramento Northern.

I am but one among many Westerners who will never forget the Western Pacific as an integral part of my life. ■

Western Pacific fact file

(comparative figures are for 1929 and 1981)

Route-miles: 1055; 1436 (includes Sacramento Northern and Tidewater Southern)

Locomotives: 169; 144

Passenger cars: 86; 0

Freight cars: 9470; 6077

Headquarters city: San Francisco, Calif.

Notable postwar passenger train: *California Zephyr*

Special interest group: Western Pacific Railroad Historical Society, P.O. Box 608, Portola, CA 96122; www.wprhrs.org

Sources: *The Historical Guide to North American Railroads* (Kalmbach, 1999); *Portrait of a Silver Lady* (Pruett, 1977); *Western Pacific's Diesel Years* (Overland Models, 1980).

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Ted Rose: Mount Union Train (©2001 Ted Rose, image size 14" x 20")

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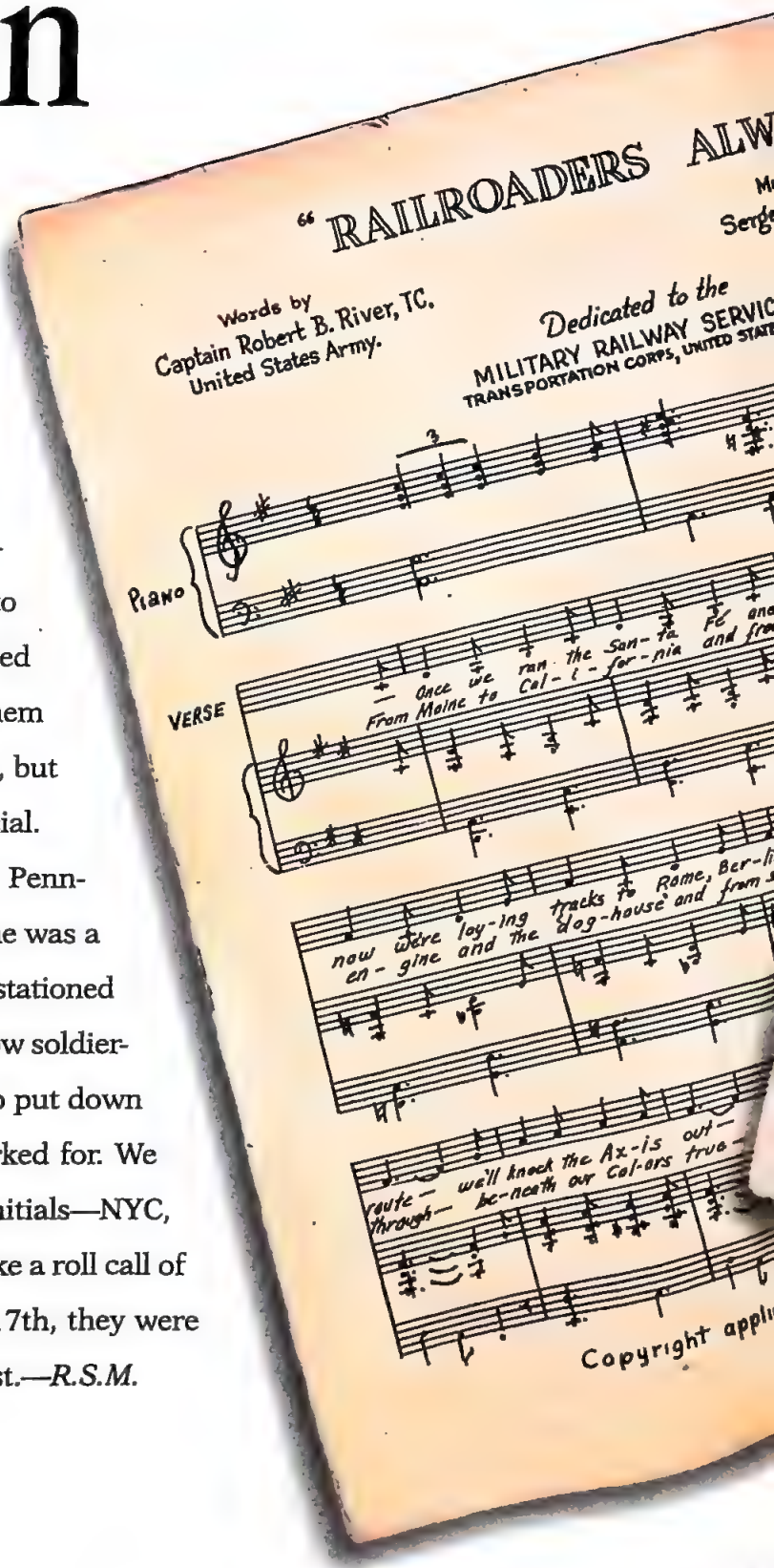
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Ready to serve the nation



HERE'S A VARIATION on a familiar World War II theme, the diverse geographical backgrounds of men serving together in the armed forces. It comes to us in the form of some faded sheet music dedicated to the Military Railway Service. The rousing anthem "Railroaders Always" is of interest in its own right, but the cover of this particular copy is something special.

It belonged to John R. Crosby, a fireman on the Pennsylvania's Fort Wayne Division before (and after) he was a member of the 717th Railway Operating Battalion, stationed in England. Crosby had some two dozen of his fellow soldier-railroaders sign his copy; in doing so, the men also put down their hometowns, plus the railroads they had worked for. We can't make out all the signatures, but the railroad initials—NYC, CB&Q, LIRR, KCS, and a dozen others—ring out like a roll call of great names from the past. Like the men of the 717th, they were ready to serve the nation when it needed them most.—R.S.M.



Crosby, John R.
Over 2 years
m-corn
mbr.

LATEST ARMY SONG HIT
Vernell M. Harp
RFD 2 Des Moines
MO. PAC

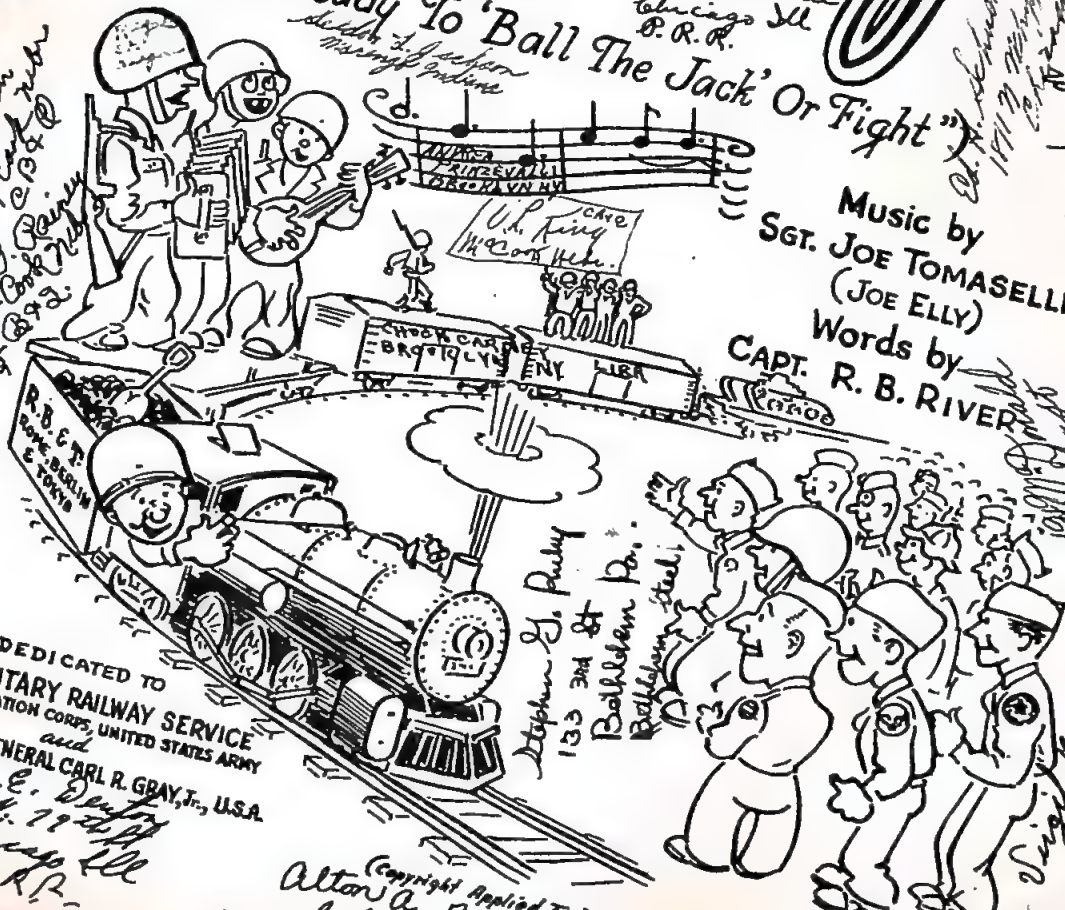
"Railroaders Always"

Wallace V. Tank
7-6128 - S Campbell
W-Chicago, 29 Dec

Jack (Happy) Pomeroy
104-Romaine Ave
JERSEY CITY N.J.
ERIE-R.R.

Ready To 'Ball The Jack' Or Fight"
Edw E Bass
6351 So. Kedzie
Chicago Ill
P. R. R.

Music by
SGT. JOE TOMASELLI
(JOE ELLY)
Words by
CAPT. R. B. RIVER



DEDICATED TO
THE MILITARY RAILWAY SERVICE
TRANSPORTATION CORPS, UNITED STATES ARMY

and
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P. R. R.

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The B&O

goes to war

Records from early December 1941 show the effects of global conflict on B&O's St. Louis line

By Bob Withers



BORN AS AN AFTERTHOUGHT, it became a main line. It was known by various subdivision names on the Baltimore & Ohio's Monongah Division, but railroaders always called the 103.4-mile line between Grafton and Parkersburg, W.Va., "The Branch." And its time to shine came during World War II.

B&O's original main line from Baltimore to the Midwest tiptoed around the southwestern corner of Pennsylvania to Wheeling, Va. (as it was then, before the creation of West Virginia), in 1852 because powerful political interests wanted to keep it out of the Keystone State. But even before the circuitous route was completed, B&O realized it had erred. In 1851, it backed the Northwestern Virginia Railroad to strike out from Grafton in a direct line toward St. Louis. Soon B&O absorbed the NWV, and other subsidiaries connected the dots to the Mississippi via Cincinnati. The old main line became a branch, and The Branch became a main line.

Making that status crystal clear was World War II, when every American railroad heroically handled all that a two-front conflict demanded of it—freight traffic that doubled, and passenger loads that quadrupled, all carried with aging equipment on overworked rights of way by draft-decimated rookie crews.

Although The Branch afforded a shorter route to the Midwest, it was no prize. It negotiated the foothills of the Appalachian Mountains with eight major crests featuring long ascending grades of up to 1.47 percent. It wound along streams and around hills, with curves of more than 9 degrees. Its 23 tunnels, one of which was 2710 feet long, prompted Mark Twain to call it "the longest subway in the world." Maximum speed was 45 mph over most of the road, with a couple of stretches allowing 50 but many more restricted to 30 or 35. Freights were allowed 35, which couldn't be maintained on several grades. The low speeds made it essential to keep trains moving. Mid-sized Pacifics and Mikados were the heaviest power permitted.

As the 1940's dawned, the line carried eight passenger trains and eight scheduled "Quick Delivery" freights every day. Added to that were locals, extra mail and express runs in rush seasons, extra freights, and a dozen mine runs.

Nights were terrible. The Branch lay about halfway between New York and St. Louis, so the four most important passenger trains (Nos. 1 and 2, the *National Limited*, and Nos. 3 and 4, the *Diplomat*), and most of the fast freights—more than 75 percent of its total traffic—trundled through at night. Only three short sections were double track—11.4 miles from Grafton to RS Tower (Rosemont), 1.9 miles from MO Tower through Clarksburg to J Tower, and 1.2 miles from Camden through the Parkersburg yard to the Sixth Street Station adjacent to the Ohio River bridge.

By the time the Japanese attacked Pearl Harbor, The Branch had been modern-

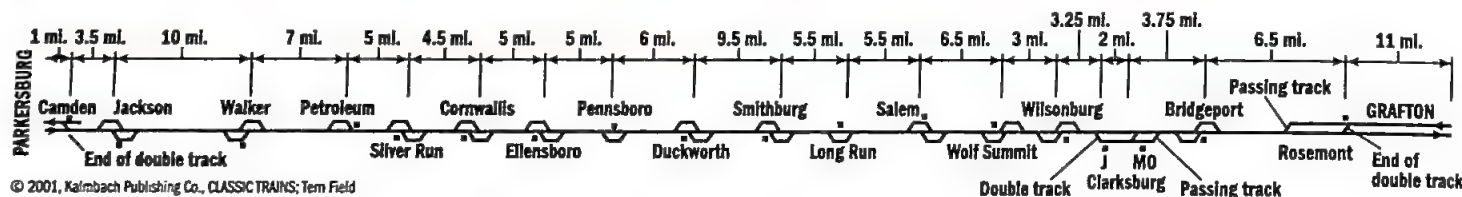
B&O RAILROAD MUSEUM; BOB WITHERS COLLECTION



As a conductor looks on, a GI and his sweetheart share one final moment before a B&O train carries him off to war. Such trainside farewells were repeated thousands of times throughout the Second World War.



The branch that became a main line



© 2001, Naimbach Publishing Co., CLASSIC TRAINS; Tom Field

ized—a godsend to everyone from harried dispatchers to mobilized troops. In 1929, interlocking machines had been installed in 16 intermediate block offices to control nearby sidings, and the distinctive high-mast color position-light signals governed their use. Operators worked around the clock, taking their orders by telephone from dispatchers in Grafton. Three stations had single sidings, but 11 others had lap sidings. When an approaching train hit the annunciator at any of the offices, the operator called the dispatcher for instructions. If he was busy or the telephone circuit was tied up, everybody waited.

Still, the system sped things along. Train orders—except slow orders regarding track conditions—were a thing of the past, and movements between stations required only the operators at each end to set the system's locking features so the proper signals would be displayed.

Doing more with less

The need for efficiency was unquestioned. Largely because of Lend-Lease, the United States' program designed to help countries already fighting the Axis powers, B&O's revenue for 1941 of more than \$227 million already was 27 percent higher than 1940. The figure for 1942 was another one-third larger. Compared with 1917, the first year of World War I,

B&O and the nation's other railroads had 35 percent fewer passenger cars, 31 percent fewer locomotives, 24 percent fewer freight cars, and 27 percent fewer workers. But the smaller work force was operating more powerful engines that pulled longer, faster, and heavier trains. And car capacity had risen to the point that the 1.7 million freight cars in 1942 held nearly as much as the cars of 1917.

Another complication was the number of employees. In 1941, 47,000 people worked for the B&O. The number rose by 17,000 during the war at the same time a like number had been drafted or enlisted in military services. At the War Department's request, B&O formed its own Military Railway Unit, the 708th Headquarters, Railway Grand Division. This was patriotic to be sure, but the entry of experienced men into the service meant that extra lists back home grew shorter, and crewmen's blocks moved up faster. The problem was eased a little by old heads who delayed retirement or returned to work, but mostly by new, hurriedly trained personnel—many of them women—unfamiliar with railroading.

But everyone pitched in to forward the overwhelming volumes of traffic—troops and their gear moving in extra coaches and dedicated trains, mountains of coal to fire steel mills working full-tilt, and oceans of oil rerouted away from shipping lanes menaced by German U-boats.



B&O RAILROAD MUSEUM; BOB WITHERS COLLECTION

A gold mine of old reports, shrouded in coal soot in the Grafton station's attic for more than a half-century, and just recently uncovered, reveals in tantalizing detail that The Branch had the same problems—and the same resolve—as the rest of the nation.

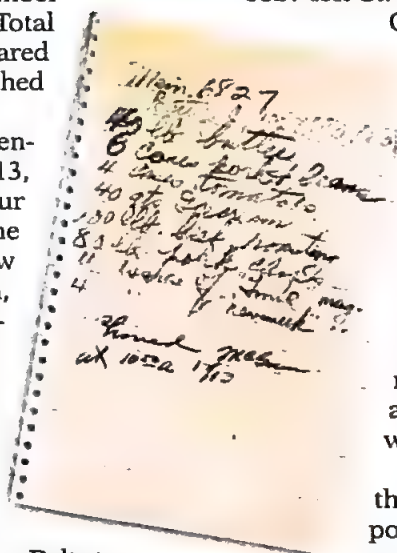
First of all, Parkersburg Terminal Trainmaster Harold F. Lydick compiled data that showed Branch traffic paralleled the national trend. Lydick reported that 26,091 freight cars were dispatched from his yard in December 1941, compared with 17,923 a year earlier. Total yard-engine hours worked were 3605 compared with 2780, and the number of trains dispatched was 622 compared with 421.

Secondly, The Branch was a major passenger carrier. Consider Saturday, December 13, 1941, just six days after Pearl Harbor. Four troop trains moved eastward, carrying the 197th Coast Artillery Regiment of the New Hampshire National Guard from Houston, Texas, to Elizabethport, N.J. The federalized 197th had trained for more than a year at Camp Hulen, Texas. Because of congestion while loading other trains, the regiment had motored overland 132 miles to Houston to load in Southern Pacific's Eureka Yard. Its trains were routed from Houston to Shreveport, La., on SP's Texas & New Orleans, to St. Louis on SP's Cotton Belt, to Philadelphia on the B&O, to Bound Brook, N.J., on the Reading, and to Elizabethport on the Central of New Jersey.

Wrestling a regiment over the road

The first of the 197th's four trains, MAIN 6827 (all troop trains were assigned a "MAIN"—Military Authorization Identification Number), was due to depart St. Louis at 7 a.m. on the 12th, with the others following at three-hour intervals. It carried 4 tourist sleepers, a kitchen car, 3 more tourist sleepers, 34 gondolas and flatcars loaded with equipment, and, of course, cabooses across their home divisions. The following

Soldiers enjoy a meal on one of B&O's elegant colonial dining cars. A 60-year-old notebook page lists the provisions needed for a seven-sleeper troop train.



trains—MAINs 6828, 6829, and 6830—had similar consists.

A telegram from P. L. Faustman, B&O superintendent of passenger transportation in Baltimore, ordered employees to "give each train good passenger train movement," but execution of the directive was far from perfect. In truth, MAIN 6827 left St. Louis at 11:25 a.m., 4½ hours late, on the 12th.

On the Monongah Division, it left Parkersburg at 6:44, more than 18 hours after leaving St. Louis. That departure came only after T&NO 172, a baggage-express car serving as the kitchen car, was restocked and its "projection hand holds" removed so it would fit through tunnels 5 and 15.

Out of Parkersburg, MAIN 6827 had two Mikados—class Q-1aa 4041 on the head end and Q-3 4549 (one of the original USRA light Mikes of 1918, and the heaviest power on The Branch at that time) pushing. Incidentally, B&O renamed its 2-8-2's "MacArthurs" in 1942, trading a moniker with a Japanese heritage for a salute to war hero Gen. Douglas MacArthur.

A surviving scrap of notebook paper [left] lists the goods delivered to MAIN 6827's kitchen car: 40 pounds of butter, six cases of pork and beans, four cases of tomatoes, 40 quarts of ice cream, 100 pounds of beef roast, 80 pounds of pork chops, and four issues each of *Time* and *Newsweek*.

MAIN 6828, with Mikes 4069 and 4508 and 46 cars, departed Parkersburg at 12:27 p.m.; 6829, with Mikes 4103 and 4505 and 39 cars, left at 1:33; and 6830, with Q-3 4526 and 27 cars, followed at 2:42. It was with the last three trains, bunched together as they were, that the fun started.

MAIN 6828 delayed No. 29, a westbound 14-car mail and express train, 30 minutes at Smithburg. MAIN 6829 stuck No. 29 for 7 more minutes at Duckworth and No. 11, the westbound *Metropolitan Special*, 10 minutes at Rosemont.



B&O RAILROAD MUSEUM; BOB WITHERS COLLECTION

MAIN 6830 held up No. 29 for 13 minutes at Cornwallis and No. 11 for 12 minutes at Wolf Summit. The beleaguered 29 arrived at Parkersburg 87 minutes late. All of this, of course, was dutifully reported to headquarters in Baltimore.

Even eastbound traffic was affected. QD freight 96 was delayed 30 minutes at Silver Run so MAIN 6829 could pass it, and 65 minutes at Ellenboro so MAIN

6830 and the eastbound *Metro-politan Special* could go by.

MAIN 6828 itself was delayed 20 minutes at Cornwallis on account of taking water, and receiving a Form 31 train order to ease through tunnel 10 at 10 mph because of a broken rail. The crew lost another 10 minutes because of a defective feed valve on the 4069.

MAIN 6827's arrival in Grafton was at 10:14 a.m., and it headed east on the Cumberland Division 25 minutes later behind S-1 2-10-2 6101 and Q-4 Mike 4444. The departure was slow indeed; another telegram from Faustman directed the troop trains' outbound engineers to crawl past the station so government inspectors could check each train and hop on its caboose.

Aboard a heavyweight coach with his buddies, a sailor seems more interested in the B&O stewardess than the system timetable she's showing him.

MAIN 6828 arrived at Grafton at 4:26 p.m., with MAIN 6829 following at 5:10 and MAIN 6830 at 6:26. The middle section stayed at Grafton for more than a half-hour so its passengers could get off and stretch their legs; as far as the records show, their commander was the only one on the four MAINs to allow such a perk.

Incidentally, the entire movement was for naught, as far as European service was concerned. The regiment spent about a month at Fort Dix, N.J., then headed west to San Francisco and spent the rest of the war in Australia.

First a war, then Christmas

Sometimes the troop movements themselves caused trouble. In August 1942, the Branch local's caboose, C-43, was commandeered in Parkersburg as a rider for soldiers guarding an eastbound Army shipment. The caboose was supposed to be cut off at Cumberland, Md., and returned, but it went on to Jersey City, N.J. When it was finally located, and came home, its regular crewmen found that items of personal property were missing. Brakeman J. R. Utterback filed a \$13.25 claim for a sweater, a set of overalls, gloves, a straw hat, a knife, and a cap. He finally received his money—on New Year's Day 1943. Conductor F. B. Kinney, and flagman Broadwater lost articles, too—shirts, a jacket, a pillow, and a new electric lantern—but they filed no claim.

There were other perplexities; Pearl Harbor ushered America into war just as the Christmas rush was coming. The night of December 20-21, for example, was a bear for Parkersburg. Second 2, the coach section of the eastbound *National Limited*, with P-5a Pacific 5229, arrived 67 minutes late, and lost another 5 minutes because detraining passengers had blocked the doors and aisles of the short-haul coaches, and neither the conductor nor porter could open them until the passengers got out of the way.

Later, EA diesel 53 pulled First 1, the Pullman section of the westbound *National*, out of Grafton on time, but had to wait 8 minutes at Parkersburg's Harris Street because First 4, the eastbound *Diplomat*, already was in the station. The diesel also had to be watered because water pressure was low. Local No. 30 arrived 78 minutes late, and lost another 25 minutes because it had to pull up, let the westbound *Diplomat* make its station stop (which included adding a load of storage mail), then back into the station for its own work—dropping three cars, and adding a mail car that stubbornly refused to couple on a sharp curve.

Finally, Second 4 arrived more than 4 hours late, and lost 4 more minutes while a second diner was being added. When the train was ready to leave, the dining-car steward then announced he didn't have enough ice to serve breakfast, so waiting for a new supply cost another 4 minutes.

Then there was the problem with Second 1, the coach section of the westbound *National Limited*, on Christmas Eve. Second 1 already was running late—the long train had arrived in Grafton 46 minutes behind schedule, and fell down 17 more minutes making two station stops and watering all 13 bone-dry cars. It lost another 8 minutes at Cornwallis watering Pacifics 5201 and 5217, and another three minutes at Walker meeting No. 4, which was an hour late itself. Then things only got worse.

Second 1 finally arrived in Parkersburg an hour late. Car inspectors found that three overheated brakeshoes had welded themselves to the beam on the front truck of rear coach 4332. Ironically, the operator at Bridgeport had seen fire flying from beneath the car; a carman at Clarksburg had found one worn shoe, but had let the train go, and had advised Parkersburg to merely turn the shoe around or replace it.

Parkersburg's options were to remove the car or replace the shoes on the spot; no extra cars were available. Then Terminal Trainmaster Lydick, already busy helping several women disembark east of the platform, boarded coach 4332. It still contained 15 passengers, mostly women and all sound asleep in their straight-back seats. He didn't have the heart to wake them and make them move to another car. That would have been difficult anyway, since the train had handled 570 passengers on the division, and still had more than 400 aboard, plus those who got on at Parkersburg.

Lydick came up with a third option—switch the 4332 to the next-to-last position in the train, and cut out its brakes. He justified this act of compassion by telling Baltimore that this alternative was the fastest. But he also had to confess that the train had to be pulled down to clear a switch needed for the move. Second 1 crossed the Ohio River that morning 84 minutes late.

Winter's freezing temperatures and snowstorms didn't help. On January 6, 1942, a day after 8 inches of snow fell, and with the temperature at 4 degrees below zero, café car 2006 arrived at Grafton on No. 11 with its kitchen drain frozen. A carman thawed the pipe with a fusee, and a spark imbedded in the car's woodwork fanned into a flame once the train got under way. The operator at MO Tower saw the blaze, and workers at Clarksburg removed boards from the



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B&O RAILROAD MUSEUM; BOB WITHERS COLLECTION

FDR traveled B&O's Monongah Division on the presidential car *Ferdinand Magellan* (top). Medics load an injured soldier through a sleeping car window.

right rear corner of the dining room to extinguish it. Total delay was 30 minutes, and Monongah Division Superintendent A. R. Carver issued a reminder not to thaw frozen pipes with open flames.

Precious cargo and VIP's

Among the important "passengers" that rode The Branch during the war were several that never had been alive—but nonetheless precious to the United States and deserving of wartime protection. They included the original U.S. Articles of Confederation, Declaration of Independence, Constitution, Bill of Rights, the Lincoln Cathedral copy of the Magna Carta, an autographed copy of Lincoln's second inaugural address, two autographed drafts of the Gettysburg address, and a three-volume Gutenberg Bible.

For safety's sake, these priceless artifacts were secretly transferred from Washington to the U.S. Gold Bullion depository next to Fort Knox, Ky., southwest of Louisville. And they traveled first class—on the *National Limited*.

At about 5 p.m. on December 26, 1941, Library of Congress personnel loaded the four specially designed cases carrying the materials into an armed and escorted truck for the trip to Washington Union Station. They were placed in compartment B of car A-1, a New York-Louisville overflow sleeper, for movement on No. 1 to Cincinnati, and No. 57 to



B&O PHOTO; STAN COHEN COLLECTION

Louisville. Verner W. Clapp, administrative assistant to Librarian of Congress Archibald McLeish, and Secret Service agents Neal Shannon and Daniel Moriarty escorted the shipment in drawing room A and compartment C.

Records say the car was Pullman sleeper *East Lake*—which presents a problem, since no car by that name existed at that time. Did someone misread a note? Perhaps the car was *Echo Lake*, a 10-section, 1-drawing room, 2-compartment car normally assigned to Santa Fe lines, which was 1 of only 10 Pullman cars in which all three rooms connected as the government ordered. Probably the sections remained unsold that night, and the car was positioned between the RPO and the first coach so no one would walk through. No. 1 departed Washington that night at 6:47, 17 minutes late.

More Secret Service agents and a cavalry troop of the 13th

Rushing toward the East Coast with two precious wartime commodities—coal and oil—B&O 2-10-2 6135 crosses the Potomac River at Harpers Ferry, W.Va.

Armored Division met No. 57 when it arrived at Louisville's Seventh Street Station at 10:10 the next morning, 20 minutes late, and escorted the special party the rest of the way. A news release dated December 31 finally acknowledged that the materials had been moved, but didn't reveal their location. They stayed at Fort Knox until the threat to Washington was deemed to be over, moving back east on September 19-20, 1944, and being restored to public display on October 1.

Among the living passengers to travel The Branch during the war was President Franklin D. Roosevelt. One such occurrence took place on the night of April 28-29, 1943, toward the end of his second secret cross-country trip to inspect mil-

itary installations and defense plants.

The eastbound nine-car special departed Parkersburg at 11:39 p.m., after only a 5-minute stop. A new crew had boarded, but the engines—Pacifics 5218 and 5213—went through. The only delays on the Monongah Division were a slow order through tunnel 23 and a water stop at Cornwallis. The train reached Grafton at 2:43 a.m., where 2-10-2 6179 and 4-8-2 5501 took over. As far as anyone knows, Roosevelt slept soundly on his private car, the *Ferdinand Magellan*, through the entire experience.

The next time FDR covered The Branch was in October 1944 as his campaign train took him back to the White House after a major speech at Chicago's Soldier Field. Presidential Press Secretary William D. Hassett was not impressed with the scenery. "No reason to get up this morning, and all remained in their bunks," he wrote in his diary. "Passed through a dreary and desolate countryside as we moved toward Clarksburg—wretched hutches for human dwelling, not much different than those which shelter cows and horses from the weather."

Clarksburg was the hometown of Assistant Secretary of War Louis Johnson. Wrote Hassett, "Louis and some West Virginian politicians came aboard and stood around the president while he spoke from the rear platform to a larger crowd—10,000 or 15,000—on trees, a rather wordy discourse inspired by the hillsides he had been watching during the forenoon journey."

Even Mrs. Roosevelt, who often traveled in regular sleepers, raised eyebrows. One memo addressed a delay when the first lady was connecting with No. 2 at Grafton. Fact is, her presence caused the delay. "Mrs. FDR was a passenger on 44 [from Wheeling] last night," the memo said. "And due to the incessant rains in this territory, crew was instructed to look out at points where track was liable to be obstructed by slides or damaged by water. In addition crew was instructed to handle train [smoothly] on curves, complying with speed restrictions."

Almost without doubt, one soon-to-be-famous passenger on The Branch was the relatively unknown Brig. Gen. Dwight D. Eisenhower, en route to his place in history. Five days after Pearl Harbor, Army Chief of Staff George C. Marshall summoned Ike to Washington from his assignment with the Third Army at Fort Sam Houston, Texas. According to historians Stephen E. Ambrose and Merle Miller, Ike planned to fly out of San Antonio that afternoon—Friday, December 12, 1941—but bad weather had grounded commercial flights. An aide arranged a military flight, but the storms grounded it, too, at Dallas, and Ike switched to the train. The historians say he traveled via Kansas City and arrived in Washington on the morning of Sunday the 14th, but none of them—nor the Eisenhower Library in Abilene, Kans., nor the Eisenhower Center at the University of New Orleans—specified the route.

However, a search of an *Official Guide* from the period reveals but one way he could have done it within the parameters described: departing Dallas at 6 p.m. Friday and arriving at K.C. at 7:15 a.m. Saturday on Katy's *Bluebonnet*, departing K.C. at 8:05 a.m. and arriving St. Louis 1:15 p.m. on Missouri Pacific's *Scenic Limited*, and departing St. Louis at 1:25 p.m. and arriving Washington at 10:45 a.m. Sunday on B&O's *Diplomat*. That would have placed Ike on The Branch at Parkersburg at 2:17 a.m. on the 14th, just hours after the 197th's trains went east. That morning's *Diplomat*, a 10-car train pulled by EA diesel No. 53, was on time all across the division until delayed 10 minutes at Grafton; the air pumps on P-1c Pacific 5005 bringing train 44 from Wheeling had failed, making the train almost 4 hours late into Grafton.

Dispatcher's dilemma

DISPATCHER A. B. PEPPER, writing for the *West Virginia Hillbilly* after the war, related how the tension of the times grated on everyone. One midnight he was told to take the Branch desk, not his usual assignment. Before he had time to organize his thoughts, No. 1, the *National Limited*, left Grafton at the same time a fast freight left Clarksburg. He could hold the freight at Bridgeport for No. 1, or No. 1 at Rosemont for the freight. He stuck No. 1 for 5 minutes at Rosemont; the freight was nearly finished with its Monongah Division run, but the limited had a better shot at making up time before reaching Parkersburg. It was the *finishing* times, after all, that went to Baltimore.

A short eastbound stock train was making good headway on the western end of the line, and Pepper assumed it had time to get to Salem for the St. Louis 97 and stay there for No. 1, which would be catching up with the hot freight. He decided to head the 97 into a siding at Smithburg to let No. 1 pass, because the freight had to water two steam engines at Rock Run, just west of that point.

Pepper let the 97 pass Wolf Summit, the next siding east of Salem; the stock train was running well, and even though it wouldn't fit in Long Run, he thought it still had plenty of time to make Salem. But that's when second thoughts started surfacing in his mind.

"C. M. Baker was the chief dispatcher on duty, and I guess I consulted with him on the matter a bit late," Pepper wrote. "He said, 'I hope nothing happens to that stock train on Long Run grade, or you're sunk.' He didn't say, 'we are sunk,' and I knew this thing was all mine."

The 97 came down the main at Salem, and soon No. 1 stopped behind him. And no stock train. "I fumed, and fretted, and took some very dirty looks from Mr. Baker, who really thought I was into the thing up to my neck," Pepper said, "And I was."

Eventually the stock train "hit the bell" at Salem, and cleared up. The 97 got under way again, with No. 1 slowly following on the long 11-mile stretch to Smithburg.

"I tried to explain my dilemma to Mr. Baker, and even produced a message thrown off the stock train by the helper engineer saying his engine had failed for steam after they had departed the water station at Rock Run," Pepper recalled. "But I didn't get much sympathy."

Finally, the 97 cleared up at Smithburg, and No. 1 took off, 20 minutes late. It made up only 10 minutes of that; the other 10 was reported to Baltimore. Pepper was told to see Superintendent T. J. Klauenberg before he went home.

In the superintendent's office, the red-faced dispatcher tried to justify his decisions, but got nowhere. Klauenberg outlined how he could have done the job without delaying No. 1, and told him in no uncertain terms he didn't want his passenger trains delayed. Then he said, "Get out of here and go home, and do as I tell you hereafter."—*Bob Withers*



B&O No. 1, EAST ST. LOUIS, ILL., AUGUST 28, 1941, JOHN S. INGLES



STEPHEN P. DAVIDSON

Eisenhower's brother Milton, with whom he stayed for the next few weeks, picked him up at Washington Union Station and drove him to Marshall's office. A few days later, Marshall put him in charge of the Far Eastern Section of the War Plans Division and, six months after that, appointed him commanding general of American troops in the European Theater. Then, two years after Eisenhower's train trip, Roosevelt named him supreme commander of the Allied Expeditionary Forces.

Railroading under Murphy's Law

Of course, there were myriad other problems related to passenger travel. A furloughed soldier heading for Oakland, Md., on the *National Limited* had to wait at Grafton for the *Diplomat* because the *National* didn't stop at Oakland. He left his ticket on the train, but an understanding B&O forwarded him without it. Another soldier on leave left an overcoat and gloves on No. 1 at Grafton; still another forgot his field jacket. A woman lost a pin; another left a brown Gladstone bag; a gentleman left behind his reading glasses. These items, and hundreds more had to be hunted—usually without success—and wires sent back and forth.

The large wartime mail volume wreaked havoc with service. Mail sacks were piled so high near the ends of Railway Post Office cars that they would tip over onto emergency cords, bringing trains to unnecessary, bone-jarring stops. Overworked clerks badly mixed, damaged, and lost the sacks and pouches anyway. Stops were missed routinely; letters were routed back to where they were intended to go. A little girl's Christmas doll arrived in damaged condition, and the railroad concluded it was because too many heavy sacks had been piled on top of it.

At one point, four mail cars were supposed to be spotted in front of the Grafton station for advance sorting, but yard congestion made that impossible, and RPO clerks didn't want to walk a few extra steps to board the cars in the coach yard. B&O officers, their nerves on edge, dismissed them as people who "find fault and . . . criticize everything."

C. B. Megill, traffic manager for a Westinghouse plant at Fairmont, W.Va., complained in January 1943 that Railway

Running hours late and without its usual EA/EB diesel power, the westbound *National Limited*, is seen at Sixth Street, Parkersburg, on September 1, 1940.

Express Agency employees couldn't load a shipment of 32 radio tubes "vital to the war effort" on No. 12's express car at Grafton because the conductor refused to delay departure by one or two minutes. Superintendent Carver responded that the cars were often short a man or two, that the trains "carry military personnel and others engaged in defense work" who were "scheduled for definite connections," and that one or two minutes might not seem like much but several such stops could result in a missed connection. "It's necessary that this travel must be catered to particularly at this time," he wrote, but promised to ask the express agent at Grafton to give Megill's "stuff" preference over non-essential express matter.

Oil trains received the same meticulous attention as passenger runs. Take, for example, the night of February 10, 1942, when Q-3 Mikes 4515 and 4508 were moving 45 loads east when a flue on the lead engine burst. The helper doubled the train to Duckworth's north siding to clear up for No. 2. Afterward it cut off and went to Rock Run for water. Returning, 4508 reduced the train—leaving behind 29 loads of oil and limping into Grafton with a dead 4515 and 16 tanks. Total delay? Two hours, 40 minutes. A following oil train reduced at Parkersburg so it could pick up the stranded cars.

QD freights had problems, too. On December 12, 1941, the stoker on Q-3 4583 quit while it was hauling No. 88 through Silver Run tunnel. To stay ahead of No. 4, the poor fireman hand-fired the beast to the Duckworth siding—a westbound train already was in the Pennsboro siding—and once there, found a sulfur ball jammed in the stoker.

On February 27, 1942, the rushed crew of St. Louis 97 left Parkersburg for Cincinnati without its rear eight cars and caboose. They stopped in the middle of the Ohio River bridge, ready to back up, and, as it were, pull themselves together. But someone told them to proceed to Belpre, and sent a yard engine over with the missing rear end so they could stay ahead of a troop train. "Ask Chillicothe to find out why" this happened, an angry memo demanded.

Troubles like these filled the files. A piece of brick fell from tunnel 21 at Eaton, broke glass out of an engine cab, and came to rest at an engineer's feet. A load of pig iron derailed near Salem, tying up everything. A few nights later, a load of spinach upset at Wolf Summit with the same result. A drawbar pulled out of a coach at Parkersburg during switching. Engines failed for steam because of inexperienced firemen. Signals went dark, forcing operators to bring out dusty train-order pads. Yard engines derailed—on mainline switches, of course. A hotbox on sunroom/observation/lounge *Palm Key* stalled No. 2. Another night, the brakes stuck on sister car *Capitol Escort*. Some bored jerk on New York-St. Louis sleeper *Loch Doon* pulled the emergency cord. The well-preserved files show that the B&O took the delays, whatever their cause, seriously.

Line improvements—and wrecks

Although it was difficult to obtain new locomotives and rolling stock during the war, some right-of-way improvements were made on The Branch. One such project in-

volved the daylighting of tunnel 23 west of Walker, the last of the original bores built by the Northwestern Virginia in 1853. Located on a sharp curve, 23 was narrow and not all that high, but that wasn't the worst of it. During flood seasons, backwater from the Ohio River meandered 14 miles up the Little Kanawha River, making 23 the only tunnel that flooded—and the only obstacle to raising the right of way above the flood plain. So it had to go.

On March 2, 1943, work started to daylight it.

A 1511-foot shoo-fly was built around the hill on a ledge

THE BALTIMORE AND OHIO RAILROAD COMPANY
REPORT OF DELAYS TO PASSENGER AND FAST FREIGHT TRAINS

On (A) Monongah
For the (B) 11
Ending (C) 53
Date (D) Dec 7th 1941
Thermostat (E)
Weather Conditions (F)
Velocity of Wind (G)

Notes—In reporting delays of Fast Freight Trains meeting Passenger and Passenger Trains, show total number of hours and minutes lost to meeting trains.
Delays to Passenger Trains to be given in detail.
Use separate sheet for Passenger and Fast Freight Trains.
Show train in transit in lower right hand corner.

Train	Eng. No.	No. Car.	Left	Time	Arrived	Time	Class of Delay
1	53	11					
4	51	10	GR	9	GR	9	Dec 11 1941

Branch delays on Pearl Harbor day

WEST BOUND

TRAIN	ENGINE(S) ON CUMBERLAND DIVISION	ENGINE(S) ON MONONGAH DIVISION	ENGINE(S) ON OHIO DIVISION	CARS	LATE OR TIME AT GRAFTON	LATE OR TIME AT PARKERSBURG	REMARKS
1	55	55	55	11	9 min.	OT	Note 1
StL97	7153	4103-4583	4532	42	Transit	30 min.	
ASW97	7133	4069-4508	-	25	12:48 a.m.	5:35 a.m.	Dead at Parkersburg
Spg97	-	-	4523	13	-	11 min.	Originated at Parkersburg
Cin97	7160	4156-4567	4591	22	1 hr. 6 min.	10 min.	
Tank cars	7304	4552-4566	4508	73	1:50 a.m.	7:00 a.m.	
Tank cars	7142	4545	4566	50	2:45 a.m.	8:42 a.m.	
89	7125	4270-4504	4545	75	15 hr. 55 min.	14 hr. 52 min.	Previous day's train
89	7209	4142-4539	4534	70	1 hr. 54 min.	45 min.	
29	5217	5217	5217	9	15 min.	11 min.	
1	54	54	54	11	10 min.	OT	Note 2
Tank cars	7301	4041	4509	50	7:29 p.m.	Transit	
Tank cars	7121	4539	4539	50	7:43 p.m.	Transit	
Tank cars	7303	4535	4535	49	9:07 p.m.	Transit	

EAST BOUND

TRAIN	ENGINE(S) ON OHIO DIVISION	ENGINE(S) ON MONONGAH DIVISION	ENGINE(S) ON CUMBERLAND DIVISION	CARS	LATE OR TIME AT PARKERSBURG	LATE OR TIME AT GRAFTON	REMARKS
StL94	4509	4566	7127	51	Transit	42 min.	
1st 88	4529	4539	7112	29	OT	52 min.	
2nd 88	-	4585	7153	39	12 min.	OT	Originated at Parkersburg
Oil	4176-4572	4041-4535	7304	48	1:36 a.m.	7:35 a.m.	
Oil	-	4862-4529	7306	40	1:48 a.m.	8:00 a.m.	Originated at Parkersburg
96	4557	4069-4552	Unknown	61	25 min.	55 min.	
Oil	4586	4156-4557	7170	54	1:17 p.m.	5:43 p.m.	
XQD	-	4582	Unknown	25	8:15 p.m.	Transit	Originated at Parkersburg
StL94	4566-4567	4103-4504	7315	53	1 hr. 30 min.	Transit	Note 3
12	5229	5229	5229	9	25 min.	19 min.	
2nd 2	5110	5201	5201	6	11 min.	Transit	Note 4

Notes: 1) National Limited; left Washington December 6; 63 in sleepers, 54 in coaches. 2) National Limited; left Washington December 7; 42 in sleepers, 48 in coaches. 3) Consolidated at Parkersburg from Advance 94 (engine 4566) and Springfield 94 (engine 4567). 4) Second section National Limited; left St. Louis December 7; 31 in coaches; heater gasket blown on engine 5110; 10 min. delay at Grafton account 1st 2 ahead. Eastbound passenger trains received helpers at Grafton, but reports did not show them.

Abbreviations: StL = St. Louis; ASW = Advance Southwest; Spg = Springfield, Ill.; Cin = Cincinnati; OT = on time; Transit = Train began Monongah Division run before midnight December 6-7 or ended Monongah Division run after midnight December 7-8; XQD = Extra Quick Delivery freight train

Engine numbers and types: 51 56, EA diesel; 4000-4747, 2-8-2 Mikado (MacArthur); 5000-5320, 4-6-2 Pacific; 7100-7315, 2-8-8-0 articulated



B&O RAILROAD MUSEUM; BOB WITHERS COLLECTION

Machinist helper Sally Flatley, one of many women who filled in for men gone off to war, helps remove the cover of a steam dome on a B&O steam engine.

close to the river, and traffic was diverted on May 10. After 75,000 yards of dirt and stone had been removed, track was re-laid through the cut, and traffic was restored on July 31.

Perhaps The Branch's most serious wreck during the war occurred as the westbound *National Limited* approached a bridge across the West Fork River at Adamston in suburban Clarksburg, where double track narrowed to single. It was on September 5, 1945, just three days after V-J Day, when demobilization—nearly as taxing as the war for the railroads—was accelerating. No. 1's engineer apparently ignored or misread a proceed-preparing-to-stop-at-next-signal indication as he departed the Clarksburg station at 1:09 a.m., 4 minutes late, and put E6 diesel 63A's throttle in the fourth notch.

Operator Harold Richards, in MD Tower west of the station, became alarmed. "I watched the *Limited* from the time it left the station until it went out of sight [around a curve] and commented to the other fellows that he had better start using the air or he would not get stopped at J," Richards said. "Within seconds, the dispatcher at Grafton rang our phone, and ordered us to start calling all available emergency [vehicles] and ambulances within Clarksburg."

No. 1 had continued around another curve at J Tower to encounter an eastbound five-car troop train entering double track from the single-track stretch. Its engineer saw what was about to happen and tried to gun P-3 Pacific 5113 to get past the point of impact, but it was too late. At the same moment, No. 1's fireman saw a stop signal and shouted a warning that his engineer didn't immediately acknowledge. Finally, the engineer put the train in emergency (some crewmembers said it was merely a service application). No. 1's speed had dropped only from 29 to 27 mph by the time it struck a derail that had clamped itself over the track when the route was so arranged.

Diesel 63 derailed toward an embankment on the north side of the right of way, with its rear end swinging around to the left, striking and turning over a tourist sleeper on the



troop train. The second unit, 63B, and the first three cars of the train—an RPO and two coaches—derailed but remained upright, but the rear 10 cars—three more coaches, a diner, and six sleepers—did not leave the track.

The troop train fared worse. Neither the 5113 nor the first car, a tourist sleeper, derailed, but all the others—the overturned tourist sleeper, a baggage car, a third tourist sleeper, and a regular sleeper—did.

In all, 32 people were injured, including 26 passengers on the troop train, and 6 railroad employees. No. 1's engineer was pinned in his cab for two hours because the locomotive had come to rest in a ditch against a bridge abutment. He was hospitalized for more than a year.

The troop train had been carrying 167 Pennsylvania soldiers from Camp Robinson, Ark., to Indiantown Gap, Pa.,



PHILIP R. HASTINGS

for discharge after serving in the European and Pacific theaters. Nine of them were hurt seriously enough to be transported to St. Mary's Hospital, but they continued eastward once another train came from Grafton to pick them up. While they and their buddies waited, the local Army Mothers took them to midtown restaurants and fed them.

"They had never heard of Clarksburg before, but they said they would never forget it after the Army Mothers displayed their hospitality," Operator Richards said.

Little left but memories

The Branch—so busy during World War II—is mostly a memory today. Several improvements held promise—CTC came in 1951, and all the other tunnels were enlarged or daylighted in 1963. But the summer-long detouring necessitated

Pacific 5068 recalls World War II days as it starts a troop train formed of tourist sleepers west out of Grafton in May 1953, during the Korean War.

by the 1963 tunnel work convinced the newly affiliated B&O and Chesapeake & Ohio that they could do without The Branch, and the Clarksburg-Parkersburg portion was eventually shut down, in 1985. Now, most of those 80 miles are part of West Virginia's North Bend Trail, and the surviving Grafton-Clarksburg segment plays host to plodding 4400 and 6000 h.p. diesels that lug coal, chemicals, and a few other commodities.

But whether traversed by iron horses, throbbing diesels, or Nikes and Nikons, The Branch's wartime performance, as described in a few file drawers of reclaimed archives, should guarantee it a hallowed place in America's memory. ■

the home front

When war suddenly inundated them with traffic, the railroads switched advertising strategies

By Michael Zega • Illustrations from author's collection



AMERICA'S RAILROADS PRODUCED a massive and memorable amount of inspirational advertising during the World War II years. While the heroic imagery and slogans of campaigns such as the Pennsylvania's "Serving the Nation" and Union Pacific's "Strategic Middle Route" indeed dominated, many other lines also contributed to the railroads' huge investment in wartime advertising.

A loosely cooperative association of 12 Eastern roads began the rails' wartime advertising program with a newspaper campaign in fall 1942. Appropriately, one of the great railroad advertisers, New York Central, initiated the process. Record-setting levels of wartime traffic had already abolished the need for traditional advertising, but the NYC recognized the need to keep its corporate name in the public arena. Central's series of ads were frankly emotional in their message and communicated the company's extraordinary contribution to the war effort, intending to improve NYC's, and the industry's, public standing.

The year following Japan's attack at Pearl Harbor was one of adversity and uncertainty for the nation. As a result, the railroads sought to both reassure and inspire Americans with the story of their contribution to mobilization, training, and manufacturing on the home front. The carriers felt it important to maintain their individual identities and to build

With "Dawn Patrol," New York Central got an early start in the wartime promotional effort, appealing to the public's growing familiarity with military themes. The New Haven created perhaps the most famous ad series of the era with its frankly emotional tale of a young man going off to war. Everyone could connect with "The Kid in Upper 4."

THE SATURDAY EVENING POST

THE KID IN UPPER 4

It is 3:42 a.m. on a troop train.
Men wrapped in blankets are breathing heavily.
Two in every lower berth. One in every upper.

This is no ordinary trip. It may be their last in the U.S.A. till the end of the war.
Tomorrow they will be on the high seas.
One is wide awake... listening... staring into the blackness.

It is the kid in Upper 4.

Tonight, he knows, he is leaving behind a lot of little things—and big ones.
The taste of hamburgers and pop... the feel of driving a roadster over a six-lane highway... a dog named Shucks, or Spot, or Barnacle Bill.

The pretty girl who writes so often... that gray-haired man, so proud and awkward at the station... the mother who knits the socks he'll wear soon.

Tonight he's thinking them over.
There's a lump in his throat. And maybe a tear fills his eye. It doesn't matter, if nobody will see... it's too dark.

A couple of thousand miles away, where he's going, they don't know him very well.
But people all over the world are waiting, praying for him to come.
And he will come, this kid in Upper 4.

With new hope, peace and freedom for a tired, bleeding world.

Next time you are on the train, remember the kid in Upper 4.
If you have to stand around—it is so he may have a seat.
If there is no berth for you—it is so that he may sleep.

If you have to wait for a seat in the dining car... and thousands like him... may have a meal they won't forget in the days to come.

For to treat him as our most honored guest in the train we can do to pay a mighty debt of gratitude.

FOR VICTORY
DO YOUR PART
BUY U.S. WAR BONDS AND STAMPS

THE NEW HAVEN R.R.

SERVING THE GREAT INDUSTRIAL STATES OF MASSACHUSETTS, RHODE ISLAND AND CONNECTICUT



DAWN PATROL

A section gang...

None of its members pilots a plane through the early morning sky. Their job is less romantic, less adventurous—even less hazardous. *But no less essential.*

For they're fighters on the transportation front. They're keeping in top-notch condition New York Central's 21,000 miles of track... the famous Water Level Route, now one of America's busiest military supply lines, carrying troops and war materials between the Mississippi and the Atlantic Ocean.

And New York Central passengers and

shippers are helping in this vital "war of movement"—as are countless thousands of railroad users throughout the country.

As passengers, they are planning their trips for mid-week. They are travelling light. They are making their reservations and buying their tickets well in advance.

As shippers, they are seeing that freight cars are loaded to capacity, and loaded fast, and unloaded promptly. For every 1% increase in freight car utilization adds 20,000 cars to America's "war of movement."

For the part these people have played al-

ready—for their "thumbs up" attitude towards occasional inconveniences—all the employees of New York Central are extremely grateful.

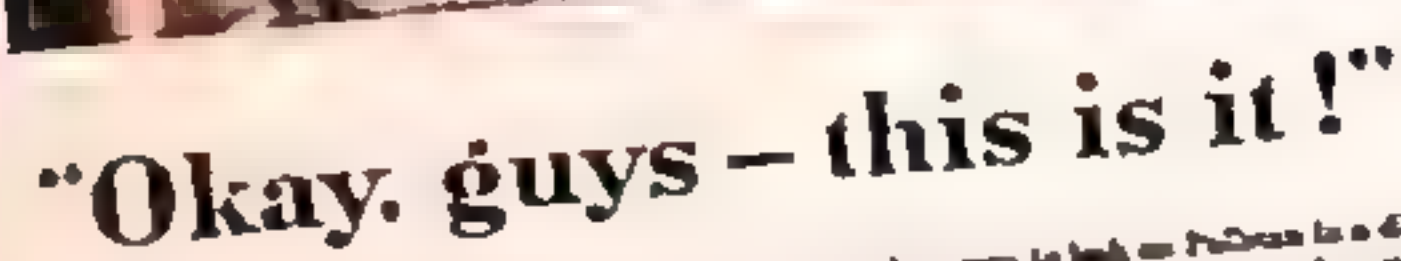
For today the employees of the New York Central, together with the employees of all American railroads, have just one object in view—the complete and crushing defeat of the Axis powers. That is the job to which they have dedicated themselves. And with your help, they'll see it through!

BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

NEW YORK CENTRAL

THE WATER LEVEL ROUTE





but I don't remember any more and the original
book is lost but there is an early copy that was
made by John Doe. I believe it was the
first of the letters with which they
were so much in touch. It is also that way

PULLM

Travel light and give yourself and fellow passengers the room that cruise bookings would take up.

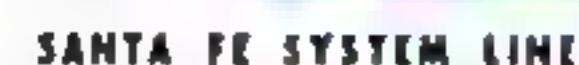
Ask your Ticket Agent on which days travel will be best suited on the route you want to take. Try to go on one of these days if you run.

AN

PULLMAN
America's Most Comfortable Way To Travel
— THE SAME WAY TO GET WHERE YOU WANT TO GO



that feed a Nation at War



ing. Patriotic, war-slanted copy came to the fore, aimed at discouraging pleasure travel and building good will. Led by the PRR and UP, a half-dozen roads nearly doubled their spending in magazines, the only medium that offered both onal coverage and the means of color reproduction, depicting a vivid slice of life. For the remainder of the railroads produced, in their characteristically manner, a flood of magazine ads.

New York Central's first wartime campaign sold the road's essential role with dramatic color illustrations. Typical was September 1942's "Dawn Patrol," which depicted a section gang at work along the Water Level Route beneath a brilliant morning sky as war-bound fighters flew overhead. Central's second, better-known, effort began in fall 1944, and employed cut-away illustration to "bring the reader back-stage" in a troop train, caboose, signal tower, etc. New York agency Foote Cone & Belding created the campaign with the objective of communicating a graphic and readily understandable record of NYC's wartime job. It pulled thousands of letters and was cited as one of 1944's most effective wartime campaigns.

New Haven, the only major Eastern road not party to the initial program, ran its first wartime newspaper ad in fall 1942. Titled "The Kid in Upper 4," it was designed to moderate the public's view of crowded holiday travel conditions. Instead, its combination of emotive illustration and copy, which described the sleepless thoughts of a young man in a troop train upper berth on his last night in the U.S., proved so popular that it was scheduled for national circulation. Its appearance in December 1942 issues of magazines likewise prompted a national sensation. Subsequent ads followed "the kid" and his mates overseas.

The Pullman Company ran color scenes in 1943-44 depicting servicemen training and learning the customs of for-

role of the industry as a whole. Therefore, they followed the same theme and shared a uniform copy line: "One of America's Railroads—*All Mobilized for War.*"

The railroads placed their ads in newspapers in order to reach every corner of their individual service areas. Copy was both forceful and sentimental, but had to be carefully edited so as not to provide detail for the enemy. NYC, Baltimore & Ohio, and Reading related rail transport's role in breaking German U-boat blockades, best summed up by Reading's headline, "Ach! We Can't Sink Trains." Lackawanna, Erie, and Chesapeake & Ohio told stories of dramatic increases in efficiency; C&O's "Pinch Hitters—at bat 24 hours a day" explained that locomotives were now "groomed for battle 32 times as fast."

The innovative, cooperative approach met with positive professional response. The advertising trade journal *Printers' Ink* reported that the railroads saw in the war situation "the greatest opportunity ever to sell themselves solidly and permanently to the public." The rails' collective memory of their disastrous performance during World War I, when congestion prompted their seizure by the federal government, and the shared feeling that their peacetime record had been taken for granted, also influenced their actions. Looking forward to victory from that still-early date, its reporter characterized the effort as "a bold and dramatic bid for peacetime consumer acceptance."

For 1943, the railroads followed up by amazing the advertising world with the scope and volume of their advertis-

Although Pullman tried to discourage personal travel, ads like "Okay guys—this is it" gave Americans a glimpse of the soldier's life. Santa Fe sought to remind the nation that its Midwestern and Western agricultural territory was just as important to the war effort as the smokestack industries of the East. Southern Pacific made the most of iconic geographical landmarks such as its Lucin Cutoff over the Great Salt Lake.

eign lands while explaining the role of Pullman troop movements. Among the best, "Okay, Guys—This Is It!" by famed illustrator Albert Dorne, showed eager faces as travel orders were announced. In a notable reversal of its traditional function, Pullman advertising in the early '40's—and wartime ads in general—sought to reduce rather than inspire travel.

Southern Pacific retained its traditional "friendly" ad moniker throughout the war. Its first campaign (1943-44) featured black-and-white renditions of the challenges—both to individual railroaders and its overall organization—that wartime demands produced. "Meet Jim Blake, 'Retired'" recounted an employee's patriotic endurance, while "The Hill" provided a striking visualization of SP's famous Sierra gradient. A four-color series of panoramic landscape views of SP's mainline routes followed in 1945. San Francisco illustrator Fred Ludekens rendered the series from a dramatic airborne perspective. The first one, "War Trains 'Go to Sea' by Rail," featured the Overland Route's iconic Lucin Cut-Off crossing of the Great Salt Lake.

Although it had run isolated ads, Santa Fe was the last major road to begin a national campaign. AT&SF waited until August 1944 to present a set of vivid landscapes depicting the West's abundance. The first, "Western Fields that Feed a Nation at War," depicted the proverbial "amber waves of grain." Copy discussed "the precious food that . . . wars are won on," suggesting that the region's contribution to the war effort, while perhaps not quite as apparent as that of Eastern smokestack industries, was no less important. Subsequent ads depicted "Herds of War," "Vegetables of War," and "Fibers of War," in a manner reminiscent of the carrier's famous art collection.

Of course, other railroads advertised, as well. C&O sent its mascot cat Chessie's "old man, Peake" off to war; Mil-



WAR TRAINS "go to sea by rail" on Southern Pacific's Overland Route (DESTINATION TOKYO)

Just west of Ogden, Utah, Southern Pacific's OVERLAND ROUTE leaves the land and heads boldly out to sea toward a distant shore—thirty miles away!

This is the spectacular Lucin Cut-off—a causeway across Great Salt Lake. Southern Pacific built it to save 44 miles. It was, and is, an engineering wonder of the world.

Great Salt Lake fought its conquerors with savage fury. Sudden storms tore away the pilings as fast as they were driven. In one place the builders had to dump 75,000 carloads of rock before they found firm bottom for the roadbed. But the job was done. It cost \$8,000,000.

Eight million dollars to save 44 miles! America can be thankful now for the courage and vision of the men who built the Lucin Causeway. It is one reason why America's railroads were able, when war came, to do a transportation job which would have seemed impossible before Pearl Harbor.

After the war is over, we hope you'll come West

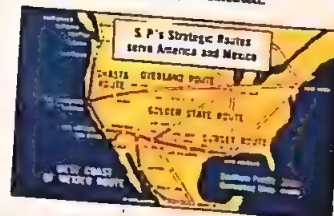
on Southern Pacific's historic OVERLAND ROUTE. You'll ride the swift streamliner City of San Francisco, the famous Overland Limited, the San Francisco Challenger or the Pacific Limited. You'll "go to sea by rail" across Great Salt Lake, climb the High Sierra near mile-high Lake Tahoe, and glide down through the mining towns the Forty-Niners built, to San Francisco.

But that must wait. Southern Pacific trains are war trains now.

Our 100,000 men and women know that Southern Pacific serves the main West Coast ports of embarkation from San Diego to Portland, and more military and naval establishments than any other railroad. Night and day they are pushing the war trains through . . .

On our SUNSET ROUTE from New Orleans through the Old South and Texas; on our GOLDEN STATE ROUTE through El Paso and Southern Arizona; on our SHASTA ROUTE down through the evergreen Pacific Northwest, past mighty Mt. Shasta and Shasta Dam; and on our OVERLAND ROUTE, as we have told you here . . .

Night and day we will roll the war trains through until the enemy is defeated.



S·P

The friendly Southern Pacific

Headquarters: 65 Market Street, San Francisco 3, California

waukee Road set a young couple soon to be parted in front of the *Olympian's* observation car; Great Northern styled itself as the "Mainline to Victory"; even the Erie and Norfolk & Western ran national ads.

Ironically, though, America's victory proved a long time in coming. As a result, the nation remembered the railroads' delays and discomfort more than their remarkable service and accomplishment. Ultimately, the wartime ad campaign brought little in the way of peacetime consumer acceptance. But then, perhaps its initial objective was its most significant—inspiring a nation past doubt and on to victory. ■

Hitler's rail-wreckers

Some of America's great railroad landmarks were prime targets in a daring Nazi sabotage plot

By Peter A. Hansen



AMERICA'S WAR WAS BARELY SIX MONTHS OLD. Lieutenant Commander Hans-Heinz Linder brought the U-202 to the surface off Long Island, shot the sun to determine his position, and slipped beneath the waves again. He was 20 miles south of Amagansett—almost exactly where he thought he should be. Thick fog had followed him down the coast from Nova Scotia, so he had navigated by dead reckoning for two days.

Linder waited for darkness. His unusual mission was almost accomplished, but for four passengers aboard the U-202, it was just beginning. Graduates of a Nazi sabotage school near Berlin, these men were the vanguard of what Hitler hoped would be a small army of hell-raisers, sent to wreak havoc on America's war-making capacity and morale. Their targets included power plants, aluminum factories, Jewish-owned department stores—and railroad installations such as Hell Gate Bridge and Horseshoe Curve.

Shortly after midnight on June 13, 1942, Linder nudged his boat as close to the beach as he dared. Scraping the bottom about 50 yards from shore, he opened the hatch and

looked around. The fog had descended again, and to his relief, he couldn't even see the beach. Two sailors emerged next, then the passengers. Using a rubber raft, the sailors helped the others ashore, along with four wooden crates, each about twice the size of a shoebox. The crates contained fuses, timing devices, and TNT—some of it disguised as lumps of coal, suitable for causing explosions in locomotive fireboxes.

Confident they hadn't been seen, the group's leader, George John Dasch, ordered his men to bury the crates; they would return for them later. The sailors scurried back to the sub, eager to leave enemy soil. Dasch and his men were most vulnerable to capture while landing, so they wore German naval uniforms, knowing they wouldn't be executed if they posed as combatants. Now, believing the worst was over, they began changing into civilian clothes and burying their uniforms with the crates. They were still changing when a man with a flashlight appeared over the dunes; he was John Cullen, Seaman 2nd Class, U.S. Coast Guard—unarmed, and alone.

A photo taken at the submarine pens at Brest, France (right), shows U-584, one of two U-boats which brought to U.S. shores the eight German saboteurs.





U-584: BUNDESARCHIV Bild 101 II/MW 4906/6A; MUG SHOTS: NATIONAL ARCHIVES & RECORDS ADMIN.





THE INDISPENSABLE CONVEYOR

Horseshoe Curve and Hell Gate Bridge weren't their only rail targets. Also on the list: Pennsylvania Station in Newark, N.J., unspecified targets on the Chesapeake & Ohio, Cascade Tunnel on Great Northern's home stretch into Seattle, and the Pennsylvania Railroad's tunnels at Gallitzin, just up the hill from Horseshoe.

The Nazis had good reason to target American railroads, and the PRR in particular. Much has been written by popular historians about World War II on the home front, of victory gardens and shared sacrifice and Rosie the Riveter. But for all the attention justifiably accorded those subjects, remarkably little has been written about the wartime role of the railroads.

Quite simply, the war couldn't have been won without them. In the Arsenal of Democracy, they were the indispen-

sable conveyor belt. The mills and factories of a thousand Pittsburghs would have been useless without a way to transport their raw materials and output. Even before 1941, railroads were the biggest players in American transportation, but the war made them bigger still. Gasoline and rubber were strictly rationed, thus curtailing highway travel, and fears of U-boats in coastal waters kept most tankers in port, forcing Texas crude onto the rails for the trip to East Coast refineries.

The numbers are astonishing. Over 95 percent of all the freight, 90 percent of passengers, and 97 percent of military personnel moved by rail during the war. In the peak year of 1944, some 737 billion ton-miles of freight moved on America's railroads—a per capita level only now being approached again. More than 910 million passengers were carried that year, racking up a total of nearly 96 billion passenger-miles—

more than 720 miles for every U.S. citizen.

A disproportionate share of this traffic was handled by the Pennsy. Operating less than 5 percent of the industry's route-mileage, the company carried about 18 percent of the passengers and freight. With its strategic route through the middle of coal and steel country, Pennsy was bound to be a big player—and no place on its 10,000-mile system was more important than Altoona, Pa.

Home to a major classification yard and to PRR's principal shops, Altoona was the Railroad Town writ large. During the war years, the yards classified nearly 6000 cars a day. Every 20 minutes around the clock, another train was dispatched west, up around Horseshoe Curve, and through the Gallitzin tunnels. The output of the shops was equally impressive: every day, they performed class repairs on 6 to 10 locomotives, repaired 4 passenger cars and



KENT W. COCHRANE

16 freight cars, and built 16 boxcars and 10 gondolas. Pennsy even built many of its own locomotives—about 20 per month at the Juniata shops.

If the Nazis could cripple the Pennsy in Altoona, they would put a serious kink in America's ability to wage war.

ON ORDERS FROM HITLER

The plan originated with Hitler himself, and as his orders worked their way down the chain of command, they involved a pair of patrician spymasters, a motley collection of street thugs and propagandists, and several German-American recruits—two of whom were naturalized U.S. citizens.

Within days of Germany's declaration of war in December 1941, the Fuehrer sent for Wilhelm Canaris and Erwin von Lahousen, the top two men in the Abwehr, Germany's military intelligence. Like many aristocrats and



Prime targets: Hell Gate Bridge (left), photographed in 1948 during a New Haven railfan trip; and Great Northern's Cascade Tunnel (above), pictured in the 1940's. Among materials confiscated from the saboteurs (below) were safety fuses, detonating fuses, 10 blocks of TNT, and four bombs resembling coal.

career military men, these two had little use for National Socialism. Even more than most people in the wartime intelligence trade, theirs was a delicate balancing act. Now, enduring one of Hitler's famous tirades, this one triggered by the roundup of Germany's best U.S. spies a few days before, they were commanded to begin rebuilding operations in America. "No doubt," the Fuehrer sneered, "the gentlemen of the Abwehr were unaware of the fact that plenty of loyal German-Americans . . . would be only too willing to return to the United States on such a mission, and if need be, give their lives for their Fuehrer and their Fatherland."

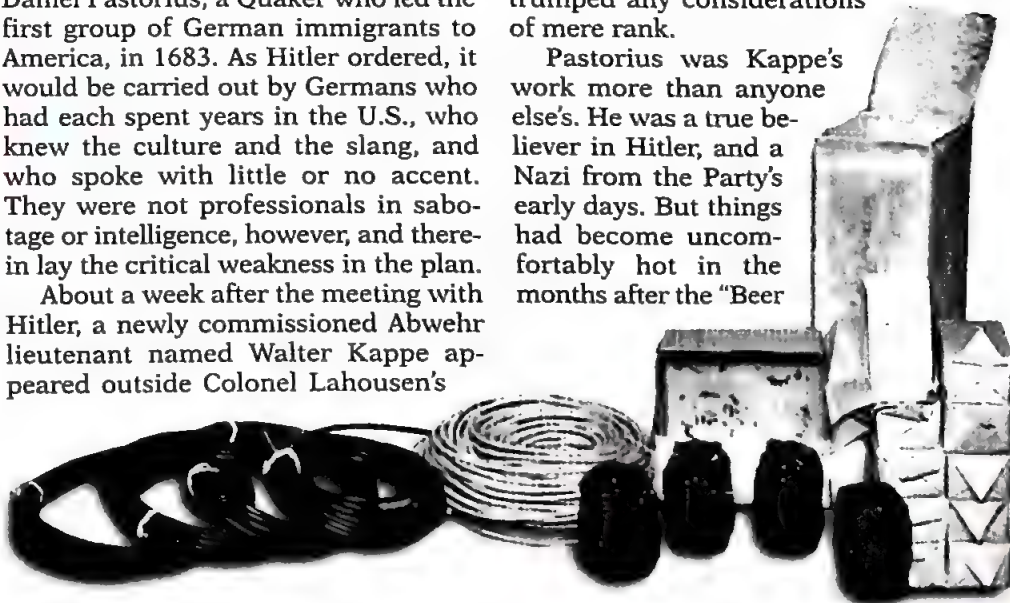
Thus was born Operation Pastorius, named with perverse irony for Franz Daniel Pastorius, a Quaker who led the first group of German immigrants to America, in 1683. As Hitler ordered, it would be carried out by Germans who had each spent years in the U.S., who knew the culture and the slang, and who spoke with little or no accent. They were not professionals in sabotage or intelligence, however, and therein lay the critical weakness in the plan.

About a week after the meeting with Hitler, a newly commissioned Abwehr lieutenant named Walter Kappe appeared outside Colonel Lahousen's

office and, as the spymaster himself later recalled, "spoke to me as though he were selling me a washing machine." Despite his military rank, Kappe's background was in propaganda and the Party. He had come to tell Lahousen that he had recruited 10 German-Americans to carry out Hitler's orders, their names culled from the records of the Ausland Institut, a government agency established to track such persons. He had even made arrangements for the U-boats to take the men to America.

Privately, Lahousen was enraged by this end-run, but as Canaris noted later that day, "Those clever boys in the Party have taken the whole thing out of our hands." Though Kappe was only a lieutenant, his Party connections trumped any considerations of mere rank.

Pastorius was Kappe's work more than anyone else's. He was a true believer in Hitler, and a Nazi from the Party's early days. But things had become uncomfortably hot in the months after the "Beer





A steam-era photo of Horseshoe Curve shows PRR's four-track main, Kittaning Point station, Altoona's city reservoirs, a pair of since-abandoned branch lines, and an eastbound passenger train passing a freight.

Hall Putsch," Hitler's abortive 1923 attempt to seize power. Seeking a refuge from Germany's democratic Weimar regime, Kappe emigrated to America in 1925 and lived here for 12 years. Still the devoted Nazi, he became prominent in the German-American Bund, an organization dedicated to anti-Semitism and keeping America neutral. Its membership never rose above 25,000, but it represented a vocal element, complete with rallies and home-grown Hitler Youth camps. In the kind of spectacles of which Nazis seemed inordinately fond, the Bund held rallies in major U.S. cities—often featuring torchlight parades by uniformed members, spellbinding oratory by Kappe and others, processions of American and Nazi German flags, and even 50-foot portraits of George Washington

behind the rostrum. The juxtaposed symbols seem surreal today.

And now Kappe, this impudent party loyalist, stood before the aristocratic and professional Lahousen, and all but ordered him to make his training facility available to prepare the Pastorius recruits.

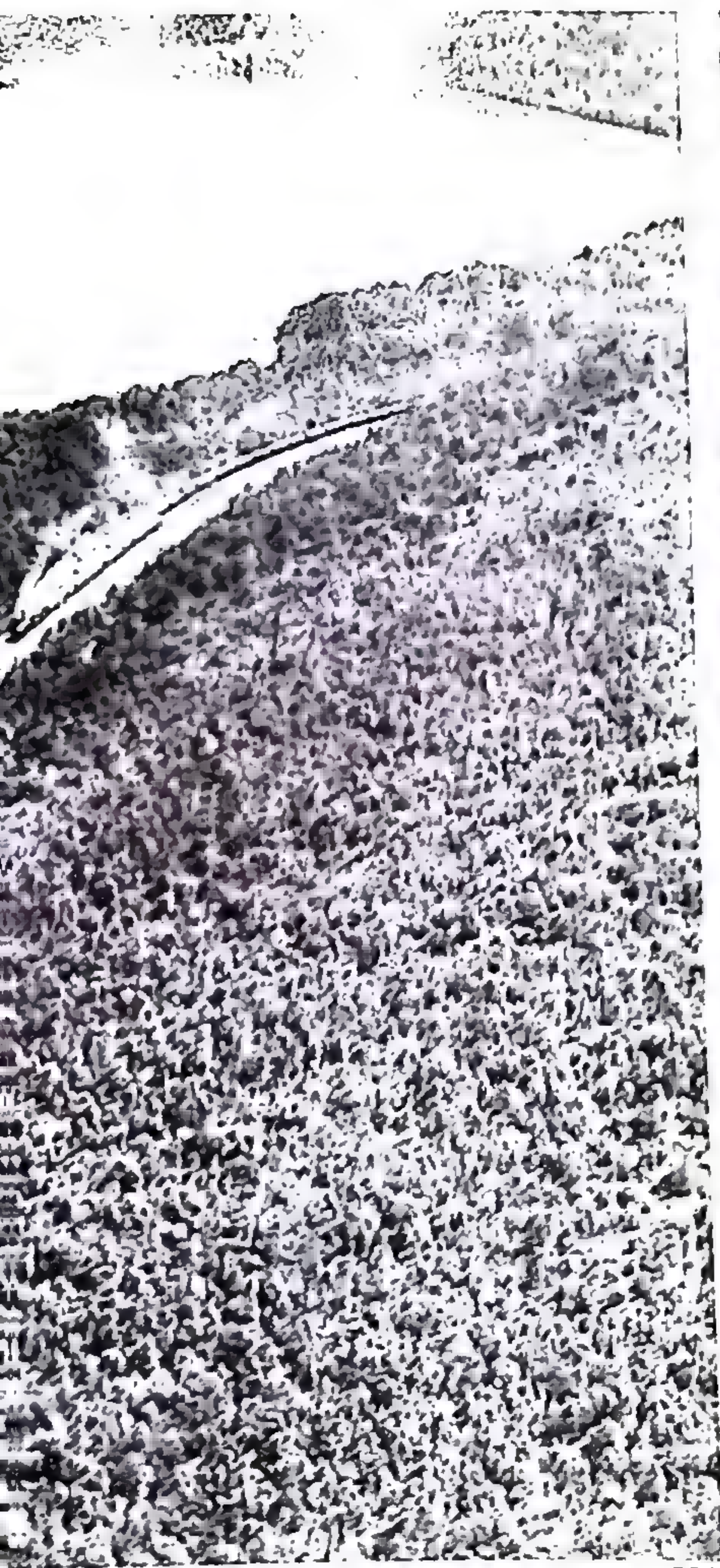
A SCHOOL FOR SABOTEURS

Quenz Farm didn't look like a school for saboteurs. Located on the far outskirts of Brandenburg, it had formerly belonged to a wealthy Jewish businessman, the kind of place that today is sometimes called a hobby farm. It had a large main house, a variety of outbuildings that couldn't be seen from the road, and several acres of fallow fields, suitable for demolition dress rehearsal.

sals. Full-size bridges and railroad tracks had been built on the property, just for that purpose.

The place was run by Abwehr II—Lahousen's command, and the part of German military intelligence responsible for sabotage and subversive activities. Its most famous class began to assemble April 7, 1942, for a three-week curriculum of incendiaries, explosives, chemistry, and assumed identity. Classroom training was supplemented by field trips to the I.G. Farben aluminum works at Bitterfield, to various canals and locks, and to the railroad yards in Berlin; in each place, experts showed the saboteurs how to disable and destroy their targets.

A final exam was held at Quenz Farm. The men were divided into small groups and assigned a target someplace on the property. They were to determine the best means of destroying it, return to the lab to prepare fuses and



PRR



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charges, then go back to the field to take it out—without being detected by their instructors. Their enthusiasm was unmatched by any previous class.

The instructor for the railroad portion of the course was Reinhold Barth, a 34-year old native of Stuttgart, and a resident of the U.S. from 1929 to 1938. He had worked as a draftsman for the Long Island Rail Road during his entire stay in America, and he was also active in the Bund, where he had come to know Kappe. His tenure with the LIRR, a Pennsy subsidiary, may explain the prominence of PRR and New York-area targets for Operation Pastorius. An FBI memo pegged him as “an expert in the sabotage of railroads and [he] would be expected to concentrate his activities in that field should he successfully return to the United States.”

Barth was never to return to the U.S., but eight of his students would. They were men of diverse intelligence,

Operation Pastorius mastermind Walter Kappe (foreground) and “spy school” instructor and former Long Island Rail Road draftsman Reinhold Barth (center, back row) pose with two associates in Germany.

politics, and motivations, ranging in age from 22 to 40. Most notable among them were Dasch and Edward John Kerling, leaders of the two landing parties, and Ernest Peter Burger—a man whose stormy past almost makes him a tragic figure. As much as any other factor, their personalities set the stage for the failure of Operation Pastorius, so a little background is in order:

- Dasch, 40, once studied for the priesthood, enlisted in the Kaiser’s army in World War I, and lived in the U.S. from 1922 to 1941. For most of his two decades here, he drifted from job to job—mostly as a waiter, but he also served in the U.S. Army for a year and received an honorable discharge. Eventually he applied for citizenship, and his application was granted. But on the day he was scheduled to take the oath,

he left to return to Germany. His politics, to the extent he had any, leaned toward communism, which makes his return to Hitler’s Germany even more mystifying. He was an unlikely character for the kind of mission with which he was entrusted.

- Kerling, 33, had both the politics and the cussedness to make Pastorius succeed. He joined the Party at 20, and though he migrated to the U.S. within a year, he arranged to have his Party dues paid by relatives. He lived in the U.S. from 1929 to 1940, was active in the Bund, and never applied for citizenship. He got married during his time in the U.S., but was estranged from his wife and had taken a mistress—facts that would lead to a break in the case.

- Burger, 35, is probably the most interesting figure of all. A Party member



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Ernest Peter Burger contemplates his fate during his 1942 trial before a military commission at the Justice Department. His cooperation won him a life sentence, and he returned to West Germany in 1948.

for 20 years at the time of Pastorius, he was an early Nazi brawler and an active participant in the failed Beer Hall Putsch. He entered the U.S. in 1927, became a citizen in 1933, and returned to Germany later that year. His early Party membership was enough to get him a staff position with Ernst Roehm, the head of Hitler's Storm Troopers who was soon to be killed in an intramural Nazi purge. Burger somehow managed to survive the so-called "Blood Purge," but he served 17 months in a concentration camp, where he nursed a simmering hatred for his Gestapo captors. Military Intelligence shared his antipathy, and he was recruited for Pastorius after his release. Burger was caught up in the swirling riptides of Nazi rule and world politics, and the excitement in his life was just beginning.

"I WOULDN'T WANT TO KILL YOU"

Dasch and his men, including Burger, weren't captured on the beach at Amagansett. Dasch explained to Seaman Cullen that they were fisherman who had run aground in the fog. Cullen invited them back to the Coast Guard station to wait for daybreak, and when Dasch refused, Cullen became suspicious. He became even more skeptical when Burger, unaware of his presence, called to Dasch in German. Dasch offered Cullen \$50 to forget he had seen anything, and when the Coastie hesitated, Dasch stuffed \$260 in his hand. (Each group in the Pastorius mission had about \$80,000 in genuine U.S. bills.) "I wouldn't want to kill you," Dasch said. Unarmed and not knowing how many men he was up against, Cullen took the

money and ran back to the station.

By the time Cullen returned with three others, Dasch and his men were on their way to the LIRR's Amagansett station, eager to get the first train into the anonymity of New York City. Still blinded by fog, the Coasties did smell diesel, and they heard the rumble of the engines as Lieutenant Commander Linder freed his boat from the beach, but with only small arms, there was nothing else they could do. They found the crates after daybreak, and the FBI was notified that morning.

The heightened vigilance that ensued wasn't enough to prevent the second landing, four days later. This group, commanded by Kerling, crossed the Atlantic aboard the U-584 and made landfall near Ponte Vedra, Fla., about 20 miles south of Jacksonville. More than Dasch's group, this party had orders to destroy the rail targets: Horseshoe, Hell Gate, and Newark's Penn Station all were on their list. Within hours, Kerling and his men were on separate trains, bound for Cincinnati and Chicago, where they could blend in with large German-American communities.

Eight Germans had now been landed from U-boats, but the FBI had no idea who they were, what they were up to, or where they had gone. For that matter, they didn't even know about Kerling's group at all, so skillfully had they buried their crates. The Bureau had made little progress in the case when Dasch himself spilled the beans.

To this day, his motives are questionable. It's hard to say if he ever intended to go through with the plot, or if he got cold feet from his close call on the beach. In his rambling, detailed 254-page confession, he claimed he had been appalled by conditions in Germany when he returned in 1941, that he had planned to betray Pastorius all along, and that he had seen the operation as a means of returning to America and helping fight Hitlerism. Given his nominal left-leaning politics, he may have been telling the truth.

(Of interest in light of recent terrorist attacks, Dasch also claimed he had lost his stomach for the mission when he learned that trains filled with civilians might be among the targets.)

Within 24 hours of their landing, Dasch confided his thinking to Burger, who, whether from his own disillusionment with the Third Reich or from his remarkable knack for self-preservation, agreed to keep Dasch's secret. On Thursday the 18th, Dasch took a Pennsy train to Washington, where he insisted on speaking with J. Edgar Hoover him-

self. Hoover had known about the Amagansett landing almost since it happened, and he did see Dasch briefly, but the confession was taken by other agents. Burger and the other two members of Dasch's group, Heinrich Heinck and Richard Quirin, were arrested in New York on Saturday, exactly one week after their landing. All of them had fake Social Security and Selective Service cards, except for Burger: as a naturalized citizen, his documents were real. They were in a wallet with the ironic words, "Bucyrus-Erie Company Safety Contest—Always Be Careful" stamped in gold.

Thanks to Dasch's confession, the FBI now knew about Kerling's group, and they knew there weren't any other landing parties—at least for now. But they still didn't have any idea where Kerling and his men had gone. The Bureau might have remained in the dark—and the rail targets might have been hit—if they hadn't worked the case hard, and had a little bit of luck.

Dasch had carried a handkerchief with him on which were written the names of German spy contacts in the U.S. However, the names had been written in disappearing ink, and Dasch couldn't remember the formula to make them visible again. After five frantic days of testing in the FBI lab, it was discovered that ammonia would do the job, and the Bureau immediately assigned an agent to follow everyone whose name appeared.

One of them was Helmut Leiner of Astoria, Queens. Only hours after the lab discovery, Leiner left his house and met a man at Penn Station in Manhattan. From a description supplied by Burger three days earlier, the FBI knew the man was Kerling. His presence in New York was both business-related and personal: he had to find a place to hide the explosives, once they had been dug up from the beach, and he wanted to see his wife and his mistress. The agents followed Kerling and Leiner all day, hoping in vain they would lead to the other Pastorius members. Finally, late on Tuesday the 23rd, they moved in. Kerling offered no resistance, and his three comrades were arrested in New York and Chicago by Saturday.

THE GREATEST LOSS

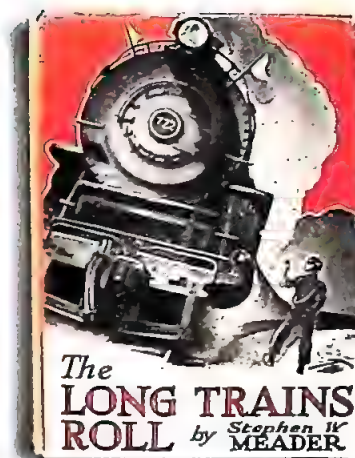
It was a close call—for the FBI and for Kerling's rail targets. Unlike Dasch and Burger, there was little doubt of Kerling's commitment to his mission. Ever the fervent Nazi, Kerling didn't provide any more detail than necessary

The Long Trains Roll

IF THE STORY OF INTENDED NAZI SABOTAGE ON Horseshoe Curve rings a bell—but you can't figure out why—you may have read *The Long Trains Roll* as a kid. Loosely based on the intrigues recounted in this story, it was the 1944 work of Stephen W. Meader, an award-winning author of juvenile fiction. Copies still can be found from rare-book dealers—or from garage sales, if you're really lucky.

The story is set in fictional Gaptown, Pa., a railroad burg astride a four-track main line at the foot of the Allegheny summit. Gaptown is home to a huge shop and yard complex, and to Randy MacDougal, the teenage son of a railroading family. Together with his friends and coworkers, he foils a Nazi attempt to disrupt traffic on "the big curve" near his home. Without giving away the plot, suffice to say the Nazis get a lot further in Meader's book than they did in real life.

The Long Trains Roll is a great adventure yarn for kids, but it also depicts a railroading life that's long gone in many ways. From the banter of the characters—heavily laced with railroad slang—to the brakemen riding the roofwalks of boxcars, to the grimy boarding houses, the book evokes a lost world. And through it all runs a young man's devotion to the iron road and his easy camaraderie with its people. We can well understand why he feels as he does, and why he strives to protect them.—Peter Hansen



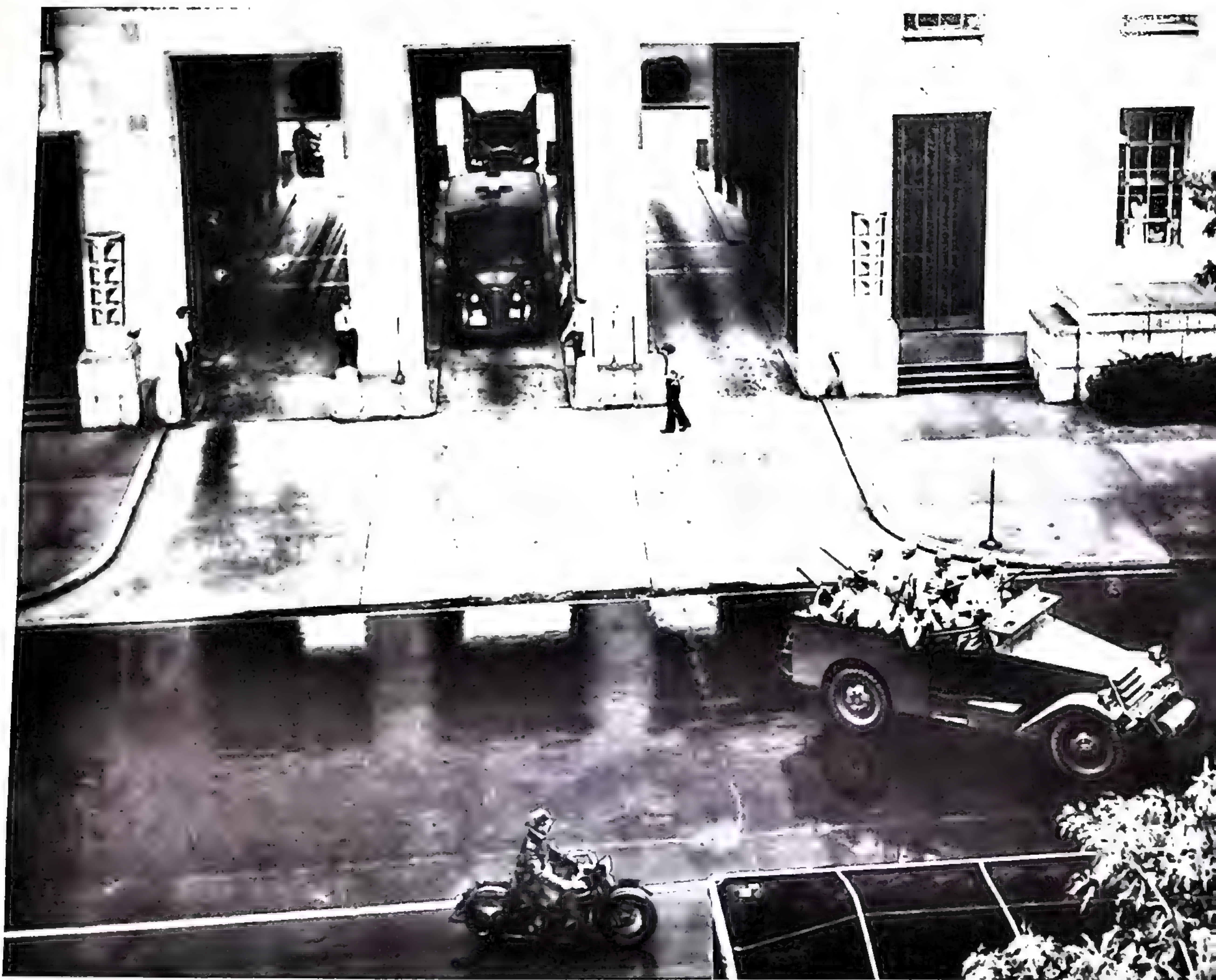
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At Amagansett beach on Long Island, the first group of German infiltrators used a cross to mark the spot in the sand where they buried crates of explosives, which the Coast Guard quickly uncovered.

after his arrest, but Dasch and Burger both gave long confessions. These documents provide the best description of how the Nazis selected the targets and what they intended to do to them.

Most of their intelligence about rail matters came from Reinhold Barth, the ex-Long Island Rail Road employee. Burger's confession is particularly helpful on this point: "During the [training] course, a man named Reinhold Barth gave a lecture on the American railway systems. He used . . . photographs, plans and drawings, which he showed

around the class. A lecture about railroads consisted . . . of a description of the main railroad lines of the United States. All of the major terminal points . . . were shown to us, and we were given information as to the condition of the rolling stock on the various railroad lines. Barth also illustrated . . . the different types of engines used, their average speed, and the average speed of freight trains used in general throughout the United States. In addition to this, Barth pointed out . . . the important bottlenecks in the railroad systems



A atmosphere of tight security surrounds the sabotage trial as motorcycle police and soldiers in an armored vehicle escort a procession of trucks carrying the suspects from the Justice Department building.

in the United States in order that we would know the important points to damage and where we could create the greatest loss.

"Subsequent to the lecture, [Barth] took us to Berlin for a personal inspection tour of the railroad equipment there, [and] he demonstrated to us the weak spots in box cars and freight trains in general, as for example, the bearings and the oil systems, the brakes, the engine, the tracks, the block signaling portion, the switching devices, and also how to run an engine.

"On the last day of the school . . . we were shown a photograph of Hell Gate Bridge in New York City, which, we were told, carried the main traffic into New York City from the north. Barth

described to us the structure of Hell Gate Bridge, and . . . explained that it was constructed of metal plate and not structural iron. Barth explained how easy it would be to damage this bridge."

William D. Middleton, a civil engineer, historian, author, and CLASSIC TRAINS contributor ["Recalled to Active Duty," page 76 this issue], confirms that Hell Gate's principal structural members are built largely of very heavy steel plate and angles, from the arches to the deck to the suspenders in between. But it would not have been easy to disable the bridge: a great deal of explosive would have been needed to compromise the arches or the deck, and the more explosive to be spirited onto the bridge, the greater the chances of being caught.

The most bang for the buck—literally—would have been to take out the suspenders. Middleton says "this would have resulted in failure of the floor system, something that would have taken some time to repair." But nothing in the FBI files indicates whether that was the saboteurs' intention: the interrogators seemed more concerned with the "what" than the "how" of the plot.

Dasch volunteered a bit of detail about methods in his confession, however, even as Bureau agents were asking him general questions about objectives. "The attack on the railroad system . . . was to be carried out by fixing an exact spot in the rails of a trunk line, whether a tunnel, a bridge, or a big curve like . . . Horseshoe Curve in Pennsylvania. A small fuse was to be put where the two rails came together, and this little fuse would, when the front



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wheels of the locomotive touched it, ignite the whole works and with the momentum of the oncoming train would wreck everything." Much of Horseshoe rests on a high fill and the rest is carved out of the mountainside, so a charge in No. 1 Track—the innermost of four—could have put trains and some of the mountain itself in the valley below.

Horseshoe was selected for obvious reasons, Hell Gate Bridge because it carried much of the traffic between New York and New England, and Newark's Penn Station because its elevated tracks sit on a choke point in what is now called the Northeast Corridor. Judging from the confessions of the Pastorius Eight, those were the only rail targets mentioned by name during their training. However, some of the men offered Great Northern's Cascade Tunnel and the Chesapeake & Ohio—with its

huge volume of export coal—as the kinds of targets they might have hit. They were told to use their judgment in selecting further objectives.

The FBI wasted no time advising its field offices in New York, Newark, Cleveland, and Seattle, who contacted senior officers of the New Haven, the Pennsy, the C&O, and GN, respectively. In some cases officials were reached at home, so great was the urgency.

"NO SENTIMENTALITY FOR SPIES"

Always alert for a good headline, Hoover was happy to make the case public once all the saboteurs were caught. Americans might be unnerved at the thought of Nazis in their midst, but maybe they needed to be: now everyone would know that "Loose Lips Sink Ships" was more than just a slogan. Besides, the FBI had caught the saboteurs before they could carry out their mission, and that would reassure people and boost the Bureau's prestige.

When the case was made public on June 27, the reaction was swift and predictable. "If Spies—A Rope!" said the *San Francisco Chronicle*. "No Sentimentality for Spies," urged the *Milwaukee Journal*. "Prompt Execution Needed," said the *Fort Worth Star-Telegram*. There was little inclination for mercy anywhere.

But while there was great value in making the case public, hardly anyone at the Justice Department wanted a public trial. Too many sensitive details might end up in the papers—and death sentences, though probable in any court, could not be assured. The eight men were thus tried before a military commission—which amounted to a court martial, except that the defendants were not U.S. military personnel. There was a single, 77-year old precedent for such a trial: the conspirators in the Lincoln assassination had been declared enemies of war, and were tried by a commission for the same reasons used in 1942. Few in government, the press, or the general public disagreed with the idea of such a trial.

The court convened on July 8, meeting in an FBI training room in Washington's Justice Department building—the better to ensure privacy and physical security. Attorney General Francis Biddle himself prosecuted the case, and the Army assigned three colonels to the defense team.

The outcome was all but certain, the only surprises being a detour to the Supreme Court to hear arguments on the constitutionality of a military trial

(upheld by the high court in a special session), and the speed with which the proceedings ended. The defense rested on July 27, less than three weeks after the trial began, and the court found all eight defendants guilty. Under terms of the military tribunal, it was up to President Roosevelt to fix the punishment: six of the eight were condemned to death. Only Dasch and Burger received lighter sentences because of their role in foiling the plot: Dasch got 30 years and Burger a life sentence. (Both repatriated to West Germany in 1948.)

Kerling and the other five were electrocuted in the District of Columbia jail on August 8—less than two weeks after the trial ended, and less than seven weeks after their capture. They were buried at Blue Plains, the District's cemetery for indigents.

Before their executions, they were allowed to write last letters home. Kerling's letter to his estranged wife said, "Where I am going I am with our friends—in Valhalla . . . Heil Hitler, Your Eddy." Herman Neubauer's letter to his parents concluded, "So I shall walk down my last stretch proudly, firmly and courageously, as your son, as Germany's son." Letters to parents were accompanied by a note from Father E.J. Gracey, a U.S. Army Chaplain: "Dear Parents, I want you to know your son was reconciled to his Church."

DODGING A BULLET

Operation Pastorius was daring in concept, flawed in execution—as were so many of Hitler's grandiose plans. Still, even in retrospect, it's hard to say failure was a foregone conclusion, Dasch's confession notwithstanding.

Kerling's group already had landed unnoticed by the time Dasch turned himself in—and the railroad targets were on Kerling's list. If the FBI had taken just a few hours more to uncover the names on the handkerchief, Kerling might have eluded them—and Pastorius could have turned out differently.

If so, the implications would have reached beyond these eight men. During questioning by the FBI, several of the saboteurs revealed that Pastorius was intended to be an ongoing mission, that others were being trained even while events in the U.S. were unfolding. With the failure of the first eight however, all future sabotage missions were canceled. A successful Pastorius might have made little difference to the war's outcome, but the history of that war—and of America's railroad landmarks—might have been much different. ■

GI with a paint



brush



Studies of Italian railways in 1944

By Robert S. McGonigal • Artwork by Gil Reid



TWO WEEKS BEFORE PEARL HARBOR, Gil Reid, then a budding artist with a keen interest in railroads, was drafted by the U.S. Army. After training at Fort Leonard Wood, Mo., he moved on to officer candidate school at Fort Belvoir, Va., from which he emerged as a second lieutenant. He volunteered for overseas duty and became a member of the 10th Engineers Battalion of the 3rd Division.

On Christmas Eve 1942, Gil arrived in Casablanca. After staging in North Africa (where he caught a tantalizing glimpse of a 4-6-2+2-6-4 passenger Beyer Garratt at speed), Gil and his unit landed at Licata, Sicily. He crossed paths in Sicily with noted war correspondent Erie

ALLIED FORCES
MILITARY RAILWAY SERVICE
Office of the Director General

Paris, France
A. P. O. 887
1 June 1946

Lt. Gilmore W. Reid
c/o TRAINS
Kalbach Publishing Co.
1027 North 7th Street
Milwaukee (3) Wisconsin

My dear Lieutenant:-

I was delighted to receive the February issue of *Trains* in which appears your article on the Military Railway Service in Italy with your superb illustrations.

Possibly the best that you drew unfortunately were not published because you graciously had presented them to me. I reproduced a couple of them in our *YANKEE BOOMER* and the excellence of detail made them look like photographs instead of water colors as they were. Those pictures you gave me are among my finest souvenirs of this war. Your article is splendid, your illustrations are superb, and may I thank you sincerely for bringing to the attention of so many people, the readers of *TRAINS*, a very clever little story of the Military Railway Service in Italy.

Today most of us are in Germany, a goodly number coming from the West over the beaches of Normandy and working their way through Northern France, Belgium and Holland into Germany, while most of those that you knew in Italy came in through Southern France, went up the Rhone Valley, and through Luxembourg into Germany. Most of the men you knew are now in Germany although there are still some of the units which you visited and the men that you knew in Northern Italy, and a contact has been made as between the ones in Germany and the ones in Italy.

Again my best wishes and again my cordial appreciation for your article, believe me,

Most sincerely yours,

Carl R. Gray, Jr.
CARL R. GRAY, JR.
Brigadier General, USA
Director General

Brig. Gen. Carl R. Gray, Jr., 0189482
Gen. Hqs., Mil. Ry. Serv.
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INDIANAPOLIS, INDIANA

To Lorain Hotel
Toledo Ohio

In a scene inspired by Naples-area railroading, Whitcombs pass a GI 2-8-0 and an Italian 0-8-0T amid damaged track and rolling stock. Letter from Gen. Gray wandered the Midwest en route to Gil.



Italian rail practices fascinated Gil. In "The Cabin," he shows an interlocking tower in camouflage paint. The switches and signals were operated by hydraulic pressure. Large cylinders on the side of the building contained the fluid; concrete weights suspended above them created pressure for the system.

On the back of each of Gil's Italian railroad pictures is a War Department censor's stamp.

Pyle, who mentioned Gil, a fellow Indiana native, in his 1944 book *Brave Men*. At Anzio, Gil hit mainland Europe. After working his way partway up the Italian peninsula, he was wounded in action, and taken to a hospital outside Naples.

Gil was able to get around during the latter stages of his recuperation. Thanks to a pass that gave him access other GI's didn't have, he began observing up-close the railroad scene around the southern Italian city. In addition to hitching rides on steam and electric locomotives, he made watercolor paintings and wash drawings of novel (to his eyes) Italian rail equipment and facilities. U.S.-built 2-8-0's and Whitcomb center-cab diesels also were in Italy, filling in for native locomotives damaged by Allied action or wrecked by the retreating Germans.

Hoping for reassignment to the Military Railway Service, he sent some examples of his artwork to Brig. Gen. Carl R. Gray, director general of the MRS. Gil used other pictures he made to illustrate an article he wrote for *TRAINS* magazine, which published the story, "MRS in Italy," in its February 1945 issue.

As it turned out, the Military Railway Service couldn't take Gil because he lacked the proper military occupational serial number. He was rotated home, and was at sea when the D-Day inva-

sion took place on June 6, 1944.

Nevertheless, Gen. Gray was grateful for the pictures Gil sent him, and for the coverage the artist accorded his command in the *TRAINS* article. Gray's letter of thanks, sent to *TRAINS'* Milwaukee offices and forwarded on to Gil in Toledo by way of Indianapolis, remains a prized possession.

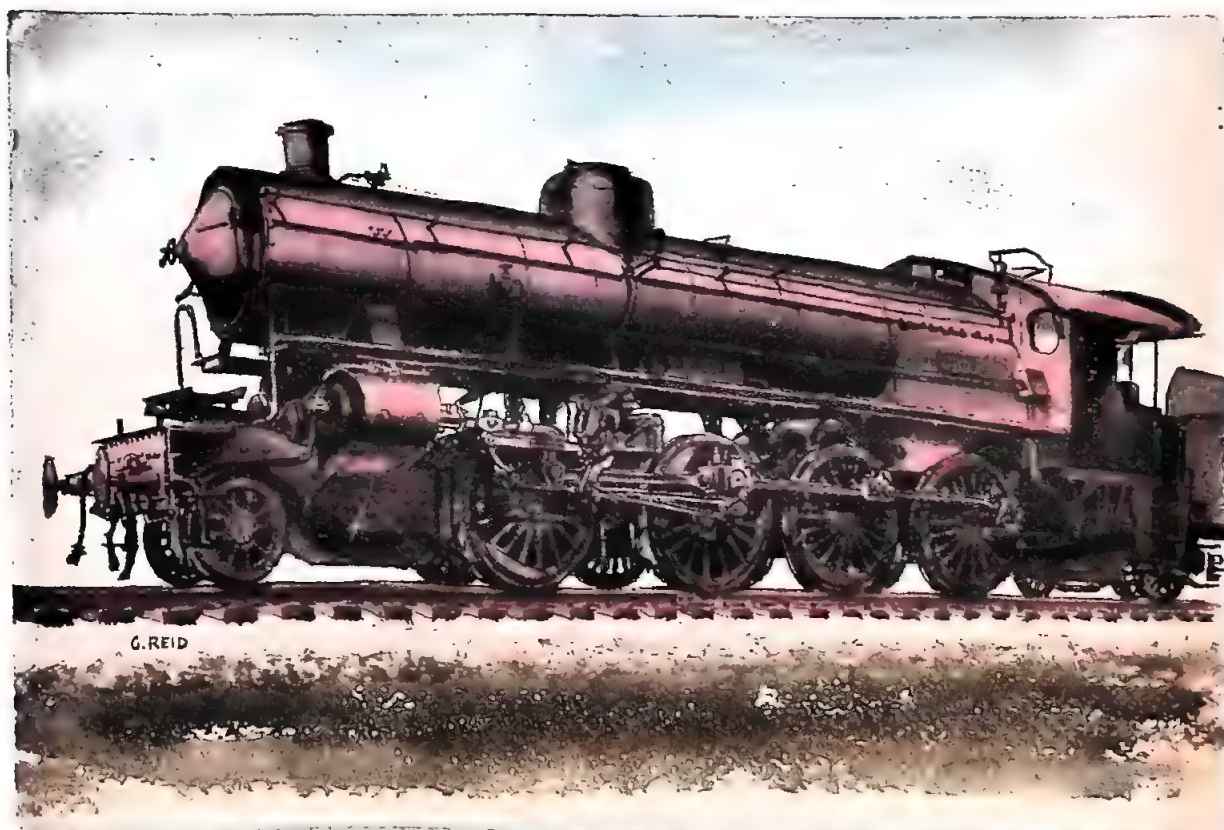
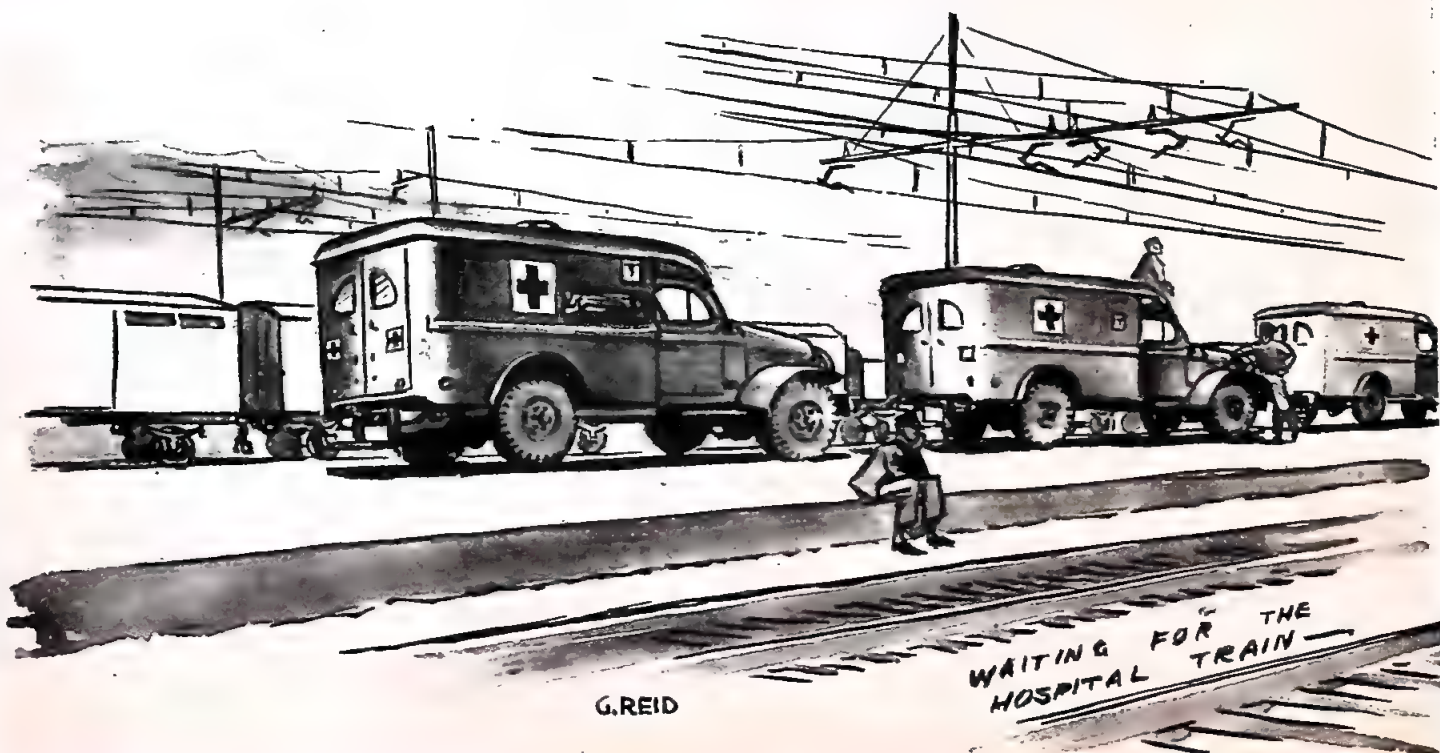
Gil Reid, 83 now and still painting in his Elm Grove (Wis.) studio, also still has the pictures that accompanied his article. In 1945, *TRAINS* necessarily ran them in black-and-white, but we're pleased to present them here in full color. ■

NO OBJECTION TO PUBLICATION ON GROUNDS OF
MILITARY SECURITY

7 NOV 1944

6

War Department, Bureau of Public Relations



Drivers wait with their ambulances for the arrival of the daily hospital train at Naples.

Ever the student of steam, Gil lingered over 2-8-0 No. 5659. His assessment of the inside-cylinder Consolidation: "A classy gal, built in 1921—a good example of Italian locomotive construction."

WAR'TIME Photo Classics



Displaying all the majesty of mainline steam in action, Santa Fe 4-6-4 Hudson No. 3429 thunders through Willow Springs, Ill., pounding for Chicago on a January 1945 morning with a 13-car train 2, the *Scout*, from Los Angeles. Soon she'll retract her stack extension and nose into Dearborn Station. Note that in crossing from the north track to the south, 3429 apparently has not slowed appreciably. E.T. Harley photo; Al Chione collection.



Photo Classics



ROBERT MILNER



TWO PHOTOS, R.R. WALLIN COLLECTION



A typical showing of railroad wartime patriotism was that by 120-mile coal-hauler Chicago & Illinois Midland, which decked out coach 401 and caboose 63 in red, white, and blue with the exhortation to BUY WAR BONDS. Employing the last 4-4-0's built for a Class 1 road, Nos. 500-502 by Baldwin in 1927-28, and six passenger cars tacked onto an order by interurban Chicago South Shore & South Bend, C&IM ran two daily round trips of two- or three-car passenger trains between its headquarters of Springfield (above) and Pekin (far left, in August 1952), 75 rail miles north. Occasionally, the trains would also move "hot" freight. Note that at least one stock car is between the 4-4-0 and the RPO-express car (top left), and one would hope it's an empty since the coach is not air-conditioned! Two of the American types would last until C&IM dropped its one remaining pair of trains in May 1953; the line dieselized in 1955.

Photo Classics



GLADYS RELYEA

Atlantic Coast Line flagman Peter White guards a grade crossing in his railroad's headquarters city (and Atlantic seaport) of Wilmington, N.C., in 1945. The photo, from a 4x5 transparency, graced the cover of May 1946 *TRAINS*, and was accompanied by another Relyea color shot, of ACL Alco S2 614, inside the issue.





MAX STUART PHOTO; JOHN PROEBSTING COLLECTION

On a Sunday in August 1944, the family of John Proebsting (today president of the Soo Line Historical & Technical Society) is gathered at Soo's Waupaca (Wis.) depot awaiting the 2:48 arrival of local train 2. John's uncle, Max Stuart, a Navy radio instructor home on leave, shot the 35mm Kodachrome. John's father, James (in white shirt), will board for home in Chicago; during gas rationing, he would go north each summer Thursday on C&NW's *Peninsula*

400 to Fond du Lac and gas-electric train 9 on C&NW's "Marsh Line" to Wild Rose to join his family at a nearby lake cottage. John's mother, Elizabeth, is at center, in back of middle son Bob. At left is her sister Agnes Stuart, with John's youngest brother David in front, and at right is her sister Jenny, with John in front. Family friend Marian Hadrick is third from left. John says he'd rather have been down at the water spout for a close-up look at No. 2's 4-6-2!





Photo Classics

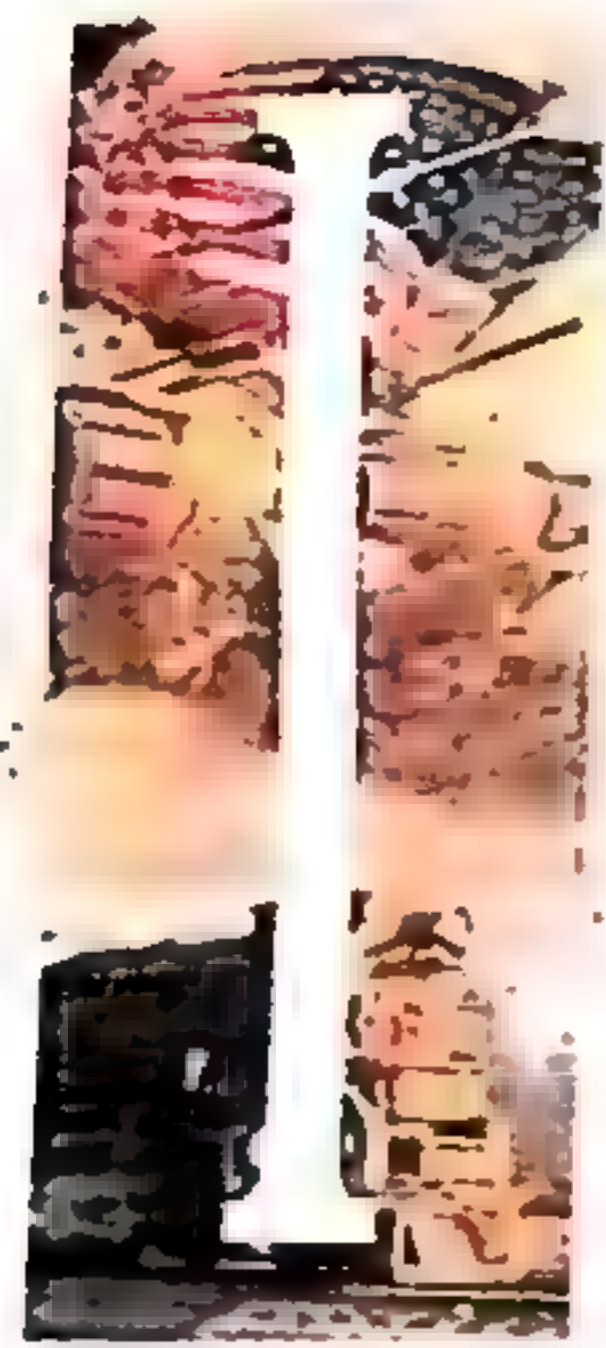
Having traded its standard orange-and-green for a war bonds livery, Key System streetcar 911 rolls down Broadway past Brook Street in Oakland, Calif. The car is on the 6-College Avenue line linking downtown Oakland with the UC-Berkeley campus. Flanking the trolley in this November 1944 scene are automobiles with gas-ration stickers in their windshields and a sailor and woman walking together.

ED SIMPSON PHOTO, AL CHIONE COLLECTION

A soldier's "wartime fan trip"

How Army assignments let one man see the country

By Fred N. Houser



IF YOU WERE to ask me, "Where were you in World War II?" my answer would've been, "I was on trains—a lot of 'em." I was already a railfan by the time I joined the U.S. Army in 1944, but my interest underwent its most rapid growth during my Army years.

I'd grown up just two blocks from New York Central's yard and engine terminal in the small northwestern Pennsylvania town of Stoneboro, and I maintained my railroad interest as a teenager (and still have it). My Army assignments, though, and the transitions between them, intensified it, for they enabled me to ride railroads that, to me, mostly had been only entries in the *Official Guide*. During my Army years, I traveled over 20,000 miles by train on 19 "steam" railroads, plus city and interurban electrics.

My first ride was in summer 1944 after my induction in Erie, Pa. I rode a coach on the Pennsylvania's overnight *Southern Express* to the reception center at New Cumberland, Pa., just south of Harrisburg. There I spent time as a typist and even worked out a weekend pass home, which gave me a quick round trip to New Castle, Pa., over the Pennsy main line through Pittsburgh.

Soon, however, I was loaded on a troop train for the Infantry Replacement Training Center at Fort McClellan, Ala. The routing was PRR to Cincinnati via Pittsburgh, then Southern Railway via Chattanooga and Birmingham to Anniston, Ala. The train consisted of troop sleepers and kitchen cars. My memories include smoke in the many tunnels on Southern's "Rat Hole" line south of Cincinnati and the carrier's handsome green

steam passenger locomotives, an immaculate Central of Georgia passenger engine pulling out of Birmingham for Columbus, Ga., and how much hotter the train was in Alabama than it had been two days earlier in the Pennsylvania summertime.

During three months of basic training, virtually my only contact with railroading was occasional glimpses of the Southern's mixed trains which traversed Fort McClellan on their daily runs between Rome, Ga., and Selma, Ala., and of switching around the post's warehouses. Winter was closing in, very apparent during a week on bivouac in the field. Near the end of the bivouac, a few of us were recalled to the barracks and told that our basic training was over. We were being assigned to the Army Specialized Training Program (ASTP, or "All Safe Till Peace" as it was irreverently known in some quarters). We would be leaving immediately for Oregon State College (now, University) at Corvallis, 3000 rail miles away. Probably because my railroad interest had been noted on my military

records, I was given charge of the group's tickets and meal vouchers for this, my first transcontinental train trip.

We were routed on Louisville & Nashville from Anniston to Evansville, Ind.; Chicago & Eastern Illinois to Chicago; the *Empire Builder* to Portland, Ore., and Southern Pacific to Albany,

Ore., railhead for Corvallis. The *Builder*, premier train of the Great Northern, used the Burlington Route to St. Paul. Its Portland section, which we were on, used Spokane, Portland & Seattle—owned 50-50 by GN and Northern Pacific—from Spokane to Portland.

Although the term "rare mileage" was probably not yet coined, our routing out of Anniston gave me some right away on L&N's one-time Alabama Mineral Division.

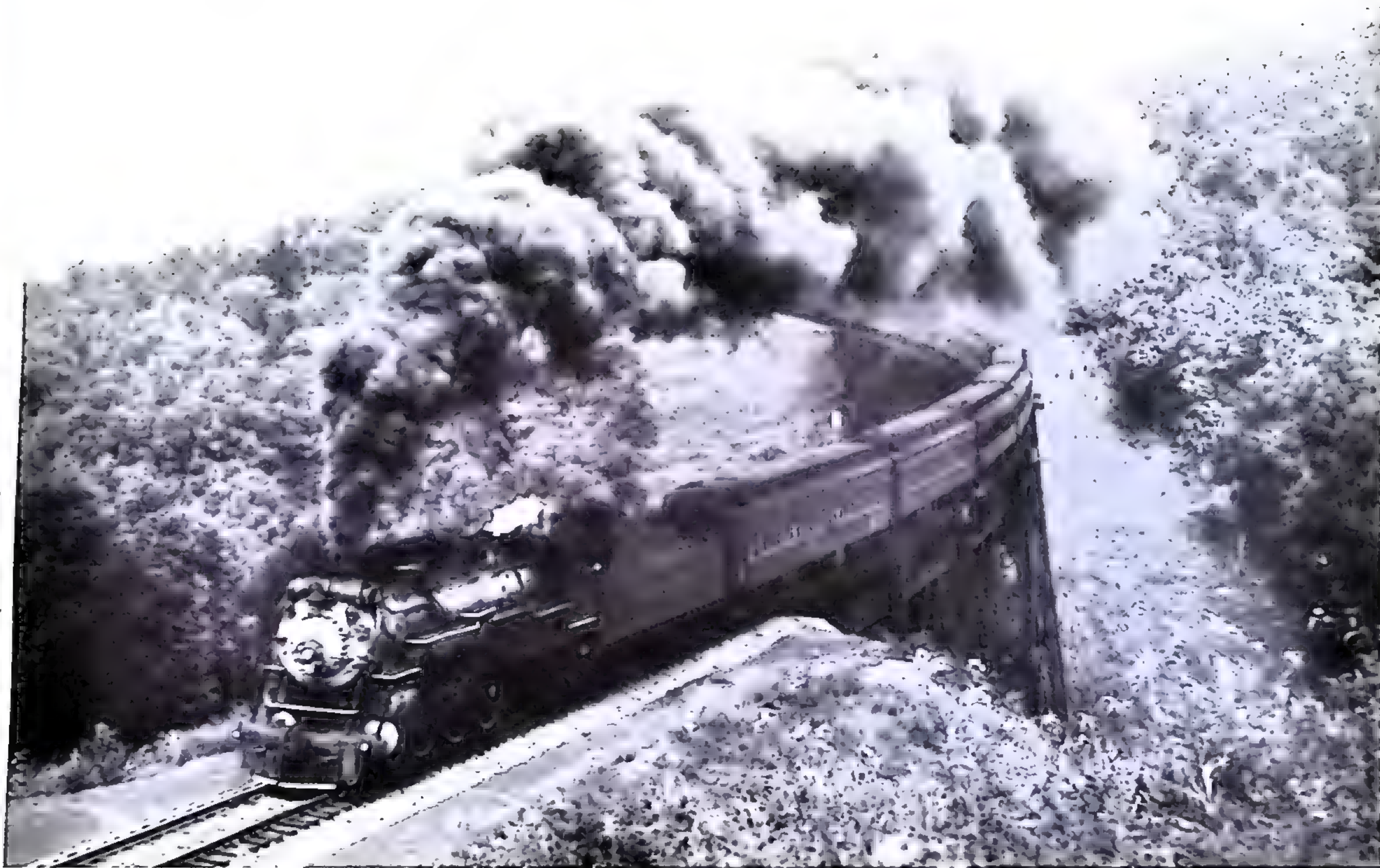
The conventional route from Anniston to Birmingham was on Southern's main line. Its diesel-powered *Southerner* got out of Anniston at noon westbound and knocked off the 65 miles non-stop to Alabama's largest city in 103 minutes. L&N 47, on the other hand, consumed 3 hours, 35 minutes and was scheduled for



In spring 1946 near the end of his Army tour, the author made a last "fan trip" from Los Alamos, N.Mex., to Denver. On the way back, he realized his goal of seeing the world's highest suspension bridge, in the Royal Gorge, from below, where D&RGW's *Scenic Limited* made its scheduled 10-minute stop (right).



FRED N. HOUSER



DOYLE B. INMAN

The author rode Southern's "Rat Hole" by troop sleeper, smoky coach, and air-conditioned Pullman. Near Alpine, Ky., southbound train 3, the *Royal Palm*, is in the charge of a green Pacific.

up to 20 stops in making the same journey, albeit one 33 miles longer on a long "loop" via Gadsden. Although six railroads used Birmingham's Terminal Station, L&N had its own depot a mile away, which saved us from having to tote our barracks bags across town.

We left Birmingham at 9:15 p.m. on what was the *Azalea* if one was going to Cincinnati, or the *Dixie Limited* if headed for Evansville, as we were. Our berths were in the 10-section lounge-observation car at the rear of the train, which had left New Orleans that morning and would be split in Nashville early the next morning. The Pullman's cleanliness, white sheets and towels, steam heat, and hot water contrasted greatly with our muddy outdoor existence in Alabama.

The ride offered us the first opportunity for uninterrupted sleep in months, and we were well north of Evansville before I was sufficiently awake to appreciate that we were still bringing up the rear of the train. This was a great post from which to observe C&EI's splendid right of way that hugged the Indiana-Illinois border. C&EI called this connection, its

train 88, the *Dixie Express*. Breakfast and lunch in C&EI's diner were far removed from the field kitchen and mess kits of our too-recent past. Our arrival at Chicago's Dearborn Station in mid-afternoon marked my introduction to the Parmelee Transfer service which used several types of motor vehicles to taxi interline railroad passengers and their baggage between any of the Windy City's six major terminals. Transfer was covered by a separate coupon that was part of any ticket through Chicago if the arriving and departing trains used different depots.

Parmelee got us to Union Station with seven or eight hours to spare. Burlington 49, the *Empire Builder*, did not pull out until 11:15 p.m., although its sleepers could be boarded nearly two hours earlier. While facilities and refreshments for servicemen waiting between trains at stations across America were generously provided by local groups coordinated as the USO (United Service Organizations), such areas in Chicago's terminals had signs giving greater prominence to Kelly and Kennelly, the city's mayor and head of the Cook County commissioners, respectively.

Once we were aboard, it was obvious that although the *Builder* had another of those 10-section observation-lounges at the rear, this car seemed a cut above the

one on the *Dixie Limited/Express*. In fact, the whole consist of the *Builder* displayed the spit-and-polish of one of America's great long-distance trains. For Army privates fortunate enough to be traveling first class, it was plush indeed.

I have no idea what the Burlington assigned us as power, but the next morning in St. Paul we became Great Northern train 1 with one of the road's magnificent 4-8-4's up front. That afternoon, it was 25 degrees below zero and snowing when I ducked out on the observation platform during our stop at Fargo, N.Dak. The next morning brought my first views of the Rockies, then the avalanche sheds and tunnels along the southern border of Glacier National Park with lots of snow on the ground.

On our third morning, we were on SP&S train 1, and early risers got great views as we descended the Columbia River gorge. Out of Vancouver, Wash., we crossed that impressive river and its tributary, the Willamette, and pulled into Portland Union Station on time. We made a hasty transfer to SP's *Klamath* for the 80-mile trip up the Willamette valley to Albany. From there, a bus of SP subsidiary Pacific Greyhound took us 11 miles west to the beautiful college community of Corvallis. Far off to the northeast was snow-capped Mount Hood; to

the west were the tree-clad slopes of the Coast Range. During the next six months I was able to get credit for two more terms toward my degree in mechanical engineering, which I had been pursuing at Carnegie Tech in Pittsburgh.

College rail diversions

I kept up my grades despite the fact that SP's 58-mile branch to the Pacific Ocean at Newport, Ore., ran right through the Oregon State campus. SP had a fleet of elderly oil-burning 4-8-0's that covered the Newport line and three other freight-only routes out of Corvallis. These included the connection to the Shasta Route main line at Albany and the formerly electrified route (until 1929) up the west side of the Willamette valley to Portland. Forest products loomed large on this portion of SP's system.

I do not remember how I learned of the 41-mile Valley & Siletz Railroad, which ran from a connection with SP's former electric line at Independence, 21 miles north of Corvallis, west to remote lumber operations in the Coast Range. The *Official Guide* indicated that the V&S had passenger service, which turned out to be a homemade, wood-bodied track motor car and a similar box trailer. Six days a week this little train consumed 2 hours and 20 minutes coming down out of the mountains from Valsetz. After a couple of hours at Independence, it was scheduled for a 2-hour, 40-minute climb back.

Because I could not spend a Sunday in Valsetz and be back in class on Monday, I settled for a short ride. I took a Saturday morning bus down to Independence, and rode out 3 miles to the V&S overpass over U.S. Route 99W,

where the "motorman" stopped to let me off to clamber down the embankment and hitchhike up to Portland.

Hitchhiking was a way of life for servicemen during the war. All across the U.S., gas-rationed motorists routinely picked up men in uniform with no apprehension on either side. A way back from Portland for me was to take the Portland Electric Power interurban to the end of its 15-mile line in Oregon City, from where it was a short walk to U.S. 99E and usually a prompt ride to Salem or Albany. An alternative was SP's 7:15 p.m. train 329, the *Rouge River*, to Albany, and its bus connection to Corvallis, which got a soldier back well before the midnight reporting time.

The *Rouge River*, an overnight service to Grants Pass, Medford, and Ashland, Ore., was the only passenger train left on any part of SP's Siskiyou Line, the railroad's original route from California to Oregon. The *Rouge River* offered coaches and a sleeper to Ashland, and also to Coos Bay on the coast, with those cars switched out at Eugene. The consist of dark green passenger cars was relieved by a streamlined lunch-counter lounge car painted in *Daylight* red and orange. This car probably did not have sufficient capacity for its original *Daylight* assign-

ment in wartime, but it was adequate for the overnight run to Ashland.

When we had a week's furlough between academic terms, my parents and I agreed to meet about halfway so we could spend a couple of days together. I picked Omaha and worked out their schedule as well as my own. For me it was Union Pacific's *Portland Rose* both ways—this time in so-called "tourist" sleepers, an economy service (Uncle Sam was not paying the bill this time) using old 14-section heavyweight Pullmans, some of which had been air-conditioned. The 1784 miles from Portland to Omaha gave me an opportunity to witness UP's main lines handling wartime traffic less than six months before the conclusion of hostilities. The *Rose* was pulled by UP's handsome 4-8-4's, while freights provided a seemingly endless parade of Big Boys, Challengers, and 4-12-2's.

Assignment: Manhattan

I had no way of knowing at the time that soon I would be involved with the secret project which ended World War II. In June 1945, our little group's second term ended with great speculation as to what new Army assignment each of us would draw. Twenty of us received orders to report next to the Manhattan Dis-



C&EI

L&N train 86 made the Anniston-Birmingham run the long way, via Gadsden (below), way before the term "rare mileage" was used. The author was privileged to view both C&E's double-track main line (right) and the route of the *Empire Builder* (lower right) from open platforms on lounge cars.



Pvt. HOMER R. HILL



C. H. POOLE JR.

district at the Military Police post in Knoxville, Tenn. While we had no inkling as to the function of the Manhattan District, we were being allowed a week's furlough in the course of this transfer, a so-called "delay en route," which was compensated by the Army but could be routed by the transferee.

I didn't take long to decide my itinerary. Having already ridden two of the transcontinental routes east from Portland, my choice this time was the third, Northern Pacific, on its premier train, the *North Coast Limited*. My ticket read Portland to Pittsburgh via Chicago on SP&S, NP, CB&Q, and PRR, then Pittsburgh to Cincinnati on PRR, and Cincinnati to Knoxville on Southern. I selected the Pennsy to Pittsburgh since I would be arriving in Chicago Union Station and wouldn't have to change depots, plus I'd never ridden the "Fort Wayne," as it was called (for the old Pittsburgh, Fort Wayne & Chicago), west of Alliance, Ohio.

This was my first coach trip across the country. Because I was young, fit, and sort of homesick, sitting up three nights in an NP coach was no real challenge. I left Portland on SP&S train 2, whose *North Coast Limited* cars were transferred to NP at Pasco, Wash. Coincidentally, Pasco was the major commu-

nity closest to the Manhattan District's plutonium production plant at Hanford, Wash. While I knew absolutely nothing about the atomic-bomb project at the time, it turned out that in a little more than two weeks I would be on two of the District's three major sites and, at Pasco, very close to the third.

More immediately I made my acquaintance with NP's big baked potato (Idaho, of course) in the dining car and was impressed as a helper locomotive, assisted the *North Coast* upgrade out of Butte, Mont. On the third morning we were on time into Chicago on the "Q," and 45 minutes later I was leaving town on Pennsy's *New Yorker* behind a pair of K4's. With almost mile-a-minute scheduling to Fort Wayne, including five intermediate stops, those Pacifics really had to hustle. My timing, utilizing mileposts, revealed that we were often moving in the 90-mph range.

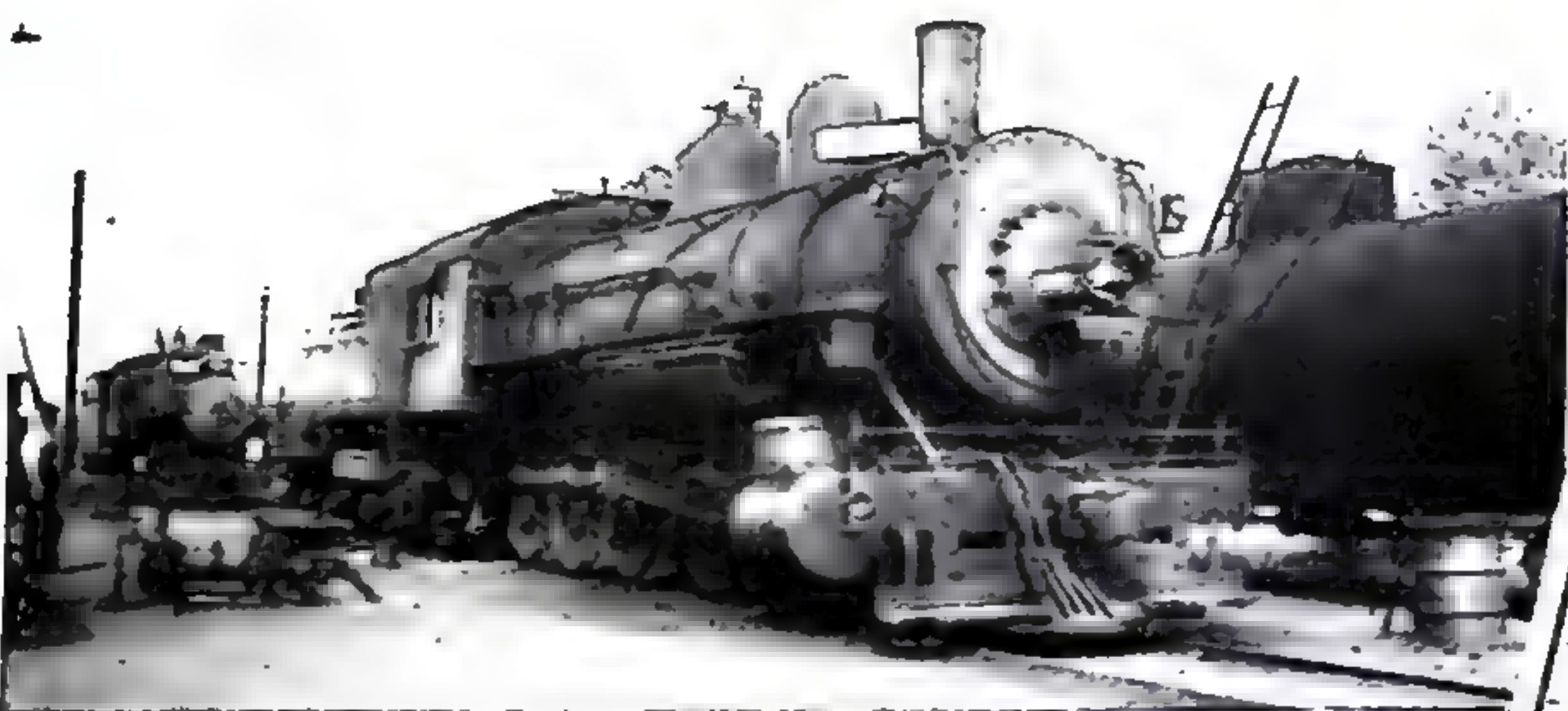
Discovering the AT&SF

V-E Day (Victory in Europe, the day Germany surrendered) was May 7, 1945. The strate-

gy then was to transfer the victorious American units to the Pacific Theater for an assault on the Japanese homeland. The troops involved would return to the U.S., be transferred by rail across the continent, then go by ship to the Pacific staging areas. Such redeployment was to take 10 months, compared with the 36 months it had taken to get these armies to Europe. About the time I got back to Pittsburgh, military planners were asking all railroads to cooperate in forming a pool of 500 coaches for immediate assignment to East Coast military moves. Thus, almost every regular train promptly was operating with fewer cars, and standing in aisles and vestibules became routine.

For all long-distance movements, the military advised it would need probably half of all the Pullmans which were left in scheduled service. This resulted in Office of Defense Transportation Order 53 requiring that on July 15, 1945, all sleeping cars assigned on runs of less than 450 miles be taken out of that service. This ended the all-sleeper trains between New York City and Washington, Boston, Montreal, Buffalo, and Pittsburgh, and also between Chicago and Cleveland and Detroit. On the trains that continued, the short-haul sleepers came

The author passed through Cincinnati Union Terminal (right) three times during his wartime travels. The unique motor-car train of logging short line Valley & Siletz loads at Independence, Ore. (below), in spring 1945. Southern Pacific branch lines out of Corvallis (left) were in the charge of elderly 4-8-0's.



TWO PHOTOS, FRED N. HOUSER



Valley & Siletz R. R. Co.
GOOD FOR THIS DAY AND TRAIN ONLY
 The Conductor will indicate by punch marks, before separating, the Amount Collected, Date and Stations between which Cash Fare has been paid, handing this portion to passenger, which will be retained as a receipt.
 Report any mistakes or inattention to
WAR TAX **P. W. A. COX, Superintendent.**

FROM	TO	L 1811
Independence	10c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	15c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	20c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	25c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	30c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	35c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	40c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	45c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	50c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	55c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	60c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	65c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	70c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	75c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	80c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	85c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	90c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	95c	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Independence	DOLLARS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
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Independence	2	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

CASH FARE RECEIPT
FORM 10
 LAKE WILES STATION CO.



CHESAPEAKE & OHIO HISTORICAL SOCIETY, STAN COHEN COLLECTION; COURTESY BOB WITTE

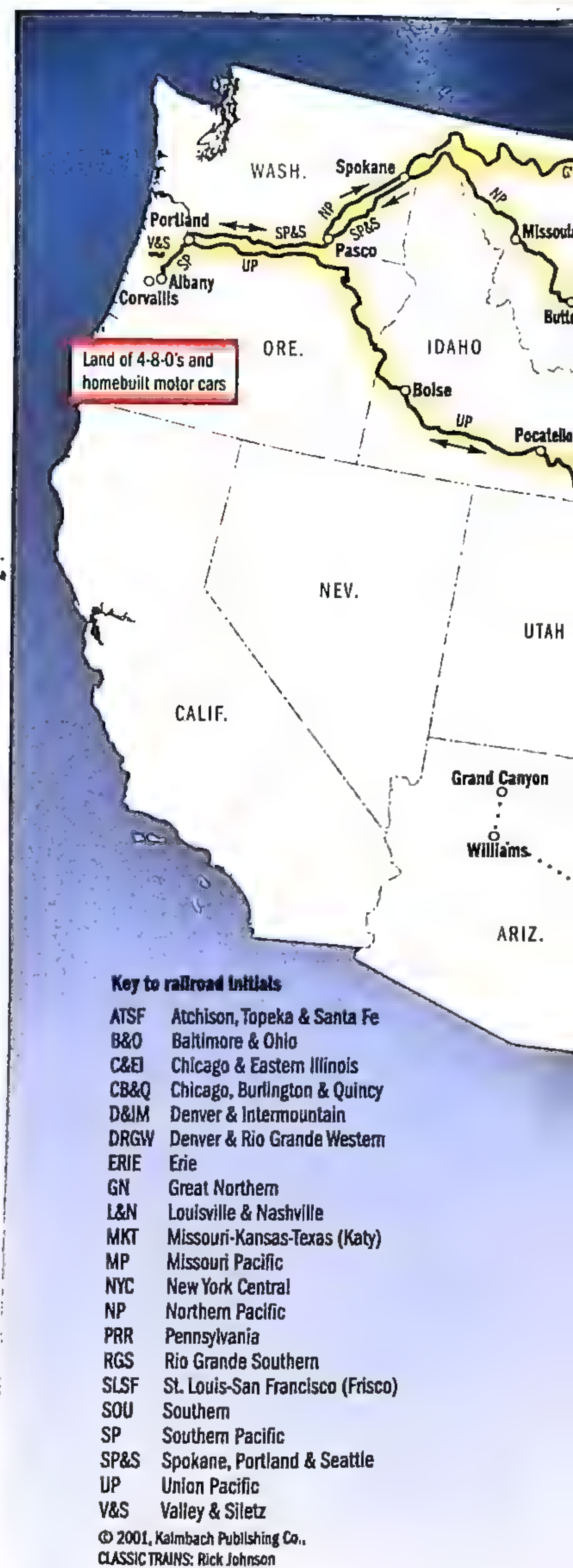
A soldier's travels, 1944-46

FROM - TO	RAILROAD	TRAIN NO./NAME	ACCOMMODATION	MILEAGE
Erie, Pa. - Harrisburg, Pa.	PRR	<i>Southern Express</i>	Coach	340
Harrisburg - New Castle, Pa. #	PRR	(Weekend furlough)	Coach	590 #
Harrisburg - Cincinnati	PRR	Troop train	Troop sleeper	561
Cincinnati - Anniston, Ala.	SOU			528 (1089)
Anniston - Birmingham	L&N	86	Coach	98
Birmingham - Evansville, Ind.	L&N	<i>Dixie Flyer</i>	Through Pullman	364
Evansville - Chicago	C&E	<i>Dixie Express</i>		287
Chicago - St. Paul	CB&Q	<i>Empire Builder</i>	Through Pullman	427
St. Paul - Spokane	GN			1435
Spokane - Portland, Ore.	SP&S			378
Portland - Albany, Ore.	SP	<i>Klamath</i>	Coach	80 (3069)
Portland - Albany	SP	Multiple trips	Coach	80 *
Portland - Oregon City	PEPCo	Multiple trips	Interurban	15 *
Portland - Cheyenne - Omaha #	UP	<i>Portland Rose</i>	Tourist sleeper	3568 #
Independence - Stapleton, Ore.	V&S	1	Track motor car	3
Portland - Pasco, Wash.	SP&S	<i>North Coast Limited</i>	Through coach	231
Pasco - St. Paul	NP			1651
St. Paul - Chicago	CB&Q			427
Chicago - Pittsburgh	PRR	<i>New Yorker</i>	Coach	468 (2777)
Pittsburgh - Cincinnati	PRR	267	Coach	316
Cincinnati - Knoxville, Tenn.	SOU	<i>Carolina Special</i>	Coach	310 (626)
Knoxville - Cincinnati	SOU	<i>Carolina Special</i>	Through Pullman	310
Cincinnati - St. Louis	B&O	<i>Diplomat</i>		338
St. Louis - Kansas City	MP	<i>Missourian</i>		279
Kansas City - Lamy, N.Mex.	AT&SF	<i>California Limited</i>		834 (1761)
Alamosa, Colo. - Chama, N.Mex.	D&RGW	<i>San Juan</i>	Parlor car	92
Chama - Durango, Colo. #	D&RGW	<i>San Juan</i>	Parlor car	214 #
Santa Fe - Lamy	AT&SF	94 (Mixed)	Caboose	18
Lamy - Chicago	AT&SF	<i>California Limited</i>	Coach	1285
Chicago - Greenville, Pa.	ERIE	<i>Atlantic Express</i>	Coach	457
Greenville - Chicago	ERIE	<i>Midlander</i>	Coach	457
Chicago - Lamy	AT&SF	<i>California Limited</i>	Coach	1285 (3484#)
Amarillo - Belen, N.Mex.	AT&SF	<i>Grand Canyon Limited</i>	Coach	343
Belen - Albuquerque	AT&SF	132 (gas-electric)	Coach	30 (373)
El Paso - Albuquerque	AT&SF	14	Coach	253
Lamy - La Junta - Denver	AT&SF	<i>California Limited</i>	Through coach	462
Denver - Golden, Colo.	D&IM	Both routes	Interurban	30 #
Denver - Texas Creek, Colo.	D&RGW	<i>Scenic Limited</i>	Coach	184 (676)
San Antonio - Vinita, Okla.	MKT	<i>Texas Special</i>	Through coach	599
Vinita - St. Louis	SLSF			361
St. Louis - Cleveland	NYC	<i>Southwestern Limited</i>	Coach	536
Cleveland - Erie	NYC	<i>Water Level Limited</i>	Coach	97 (1593)

TOTAL (includes two-trip minimums for multiple rides on PEPCo and SP)

20,716

* = One-way # = Round trip (Subtotals for trip segments in parentheses)



GEORGE B. BISENIUS

off. There was also widespread reassignment of cars so the military pool could have the open-section cars—those of maximum capacity. Enclosed-room cars from discontinued short runs were moved up to replace open-section Pullmans on long-distance trains.

Those shifts of equipment were not yet effective when it was time for me to resume my trip to Knoxville. I rode a

A first-hand look at UP's busy main line (near Rawlins, Wyo., in this postwar photo) was one objective in the author's meeting his parents in Omaha.



26 states in 2 years

PRR day train to Cincinnati, then Southern's *Carolina Special* overnight in a non-air-conditioned coach through those Rat Hole tunnels again. The MP post at Southern's Knoxville station promptly got us out to Oak Ridge. There was time to shower away the soot and cinders, but no orientation about the outfit we were joining, and we weren't in east Tennessee long. That same evening, in fact, two dozen of us were bused right back to Southern's Knoxville station, where we boarded our own air-conditioned Pullman that, over the next three nights,

would take us back across a good deal of the United States. It was much more comfortable to sleep in cooled and filtered air as we went back through those Rat Hole tunnels that night. In the morning we had breakfast in Cincinnati Union Terminal as a CUT switcher was transferring our sleeper to Baltimore & Ohio's *Diplomat*, which left at 9:45 a.m. for the 338-mile run to St. Louis.

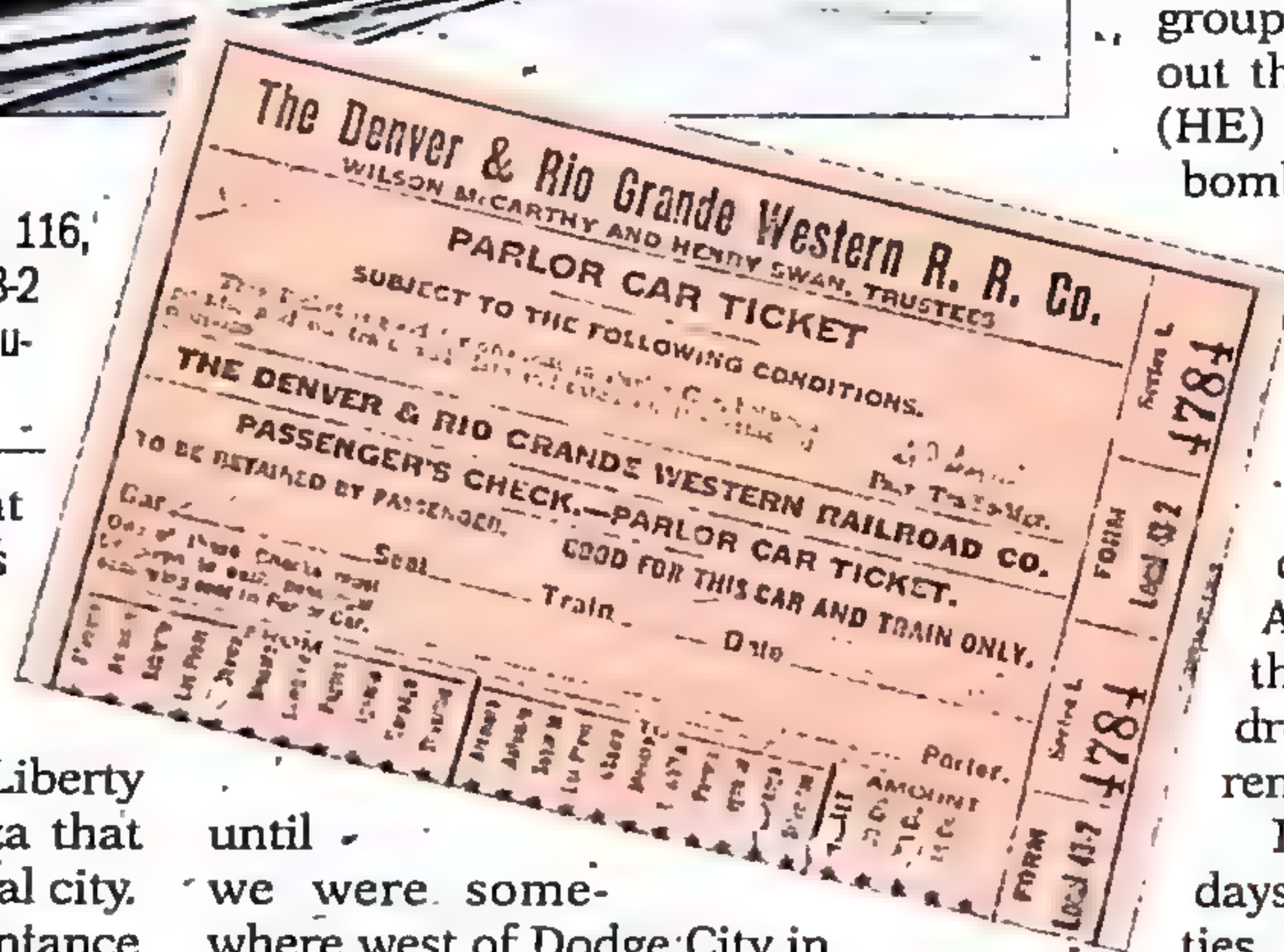
We arrived at 4:30 p.m., on time, and—knowing we were departing on the *Missourian*, Missouri Pacific's overnight train to Kansas City—we had plenty of

time for dinner in St. Louis Union Station as well as a look at downtown. Typical of overnights per Order 53, the *Missourian* would soon have no Kansas City sleepers (279 miles) but would continue to carry a through car bound for Los Angeles via UP. Things finally began to take shape for us the next morning when we learned in Kansas City that we had about three hours there; during which our car would be coupled into Santa Fe's westbound *California Limited*, which left Union Station at 10:45 a.m. Because we had not yet seen our sealed



FRED N. HOUSER

Rio Grande's narrow-gauge *San Juan*, train 116, awaits its 11:15 a.m. departure behind 2-8-2 473 from Durango in October 1945. The author rode first-class in the rear parlor car.



orders, our big question at that point was, were we headed for Los Angeles and the Pacific? But first, there was time for breakfast and some sightseeing in the station environs, including climbing the Liberty Memorial Tower across the plaza that gave an elevated view of the central city.

I was about to make my acquaintance with the Atchison, Topeka & Santa Fe. The *California Limited* routinely ran in two sections, the first all-Pullman and the second all-coach. That was the case with many long-distance trains, including some I had already been on. An hour and a half out of Kansas City I was assured that the AT&SF did in fact serve Topeka when we stopped in the state capital. The next day I would see the AT&SF track entering Santa Fe, N.Mex., but I would never see Atchison, Kans.

In mid-afternoon, 200 miles west of Kansas City, the *California Limited* had a 25-minute stop at Newton, Kans. At such stops, while water tanks on the cars were refilled and the locomotive was lubricated and supplied with water and fuel, nearly everyone on such a long-distance train would get off for a quick walk along the platform and some fresh air. What then occurred to me in Newton was the sort of coincidence that security people cannot prevent.

Four days earlier, before I'd left home in western Pennsylvania, I'd met a local girl and her newly minted naval aviator husband, just married, who were visiting her elderly great aunt, a next-door neighbor to my family. The newlyweds were leaving a couple of days later for San Diego. Now we met again on a station platform nearly halfway across Kansas, for their Pullman was coupled directly behind the one I was on! When asked, I could only tell them that I had no idea where I was headed. It was not

until we were somewhere west of Dodge City in the evening that we finally learned we were being assigned to the Second Provisional Special Engineer Detachment, Manhattan District, at Santa Fe. While I did not see my friends again, they did spot me detraining the next morning at Lamy, N.Mex., and from Albuquerque sent my parents a postcard saying where I had gotten off.

Lamy was the closest point to the railroad's namesake city reached by the main line, and the junction of an 18-mile branch to the capital. Lamy had (and still has) a typical AT&SF mission style depot, a few residences, a saloon, a small yard, and (then) the servicing facilities for the 2-10-2 locomotive that worked the daily-except-Sunday mixed train to Santa Fe, which virtually no passengers rode. (Today, short line Santa Fe Southern provides a mixed for tourists and railfans on the branch.) Santa Fe buses connected with the *California Limited*, the *Chief*, and *El Capitan*, but an olive-drab Army bus picked up our group, and shortly we were passing through Santa Fe without stopping.

Twenty-five miles north, we bridged the waters of the Rio Grande into Espanola, N.Mex., where occurred my first contact with the Denver & Rio Grande Western narrow-gauge. Although the so-called "Chili Line" from Antonito, Colo., to Santa Fe had been abandoned four years earlier, the orange-painted station was still standing and still sported the station name and Rio Grande's "Scenic

Line" emblem. In front was the vacant right-of-way, which we followed nearly 10 miles down the valley before turning west to climb to the Pajarito Plateau and the wartime community of Los Alamos.

We were quickly made aware of the security associated with our new post, and its thousands of fenced-in acres. By that time, the Manhattan District had finalized the atomic-bomb designs, and they were going into production. Our group was assigned to the site turning out the non-radioactive high-explosive (HE) components for the plutonium bomb. I was involved in casting and machining HE-shaped charges whose implosion achieved the critical mass and detonation of the plutonium core. This was the design tested successfully at White Sands in mid-July and then dropped on Nagasaki, Japan, on August 9, 1945, just three days after the uranium bomb had been dropped on Hiroshima. Japan surrendered on August 14.

Initially we worked three shifts, six days a week. With the end of hostilities, we began getting weekend leaves and three-day passes more readily. It was time to familiarize myself with Southwestern railroads!

Up to narrow-gauge country

Most enticing was Rio Grande's active narrow-gauge, whose nearest point, Chama, was less than 100 miles away, mostly by gravel road. Gasoline rationing did not end immediately with the Japanese surrender, and there were few vehicles on the roads, particularly in the remote areas of northern New Mexico. It was more certain, if there was bus service, to travel that way.



My first narrow-gauge ride was from Alamosa to Chama. I took the evening bus from Santa Fe to Alamosa and stayed at the hotel across the street from the Rio Grande station, where the next day's *San Juan* was already spotted. When I looked out early in the morning, overnight standard-gauge train 15 from Denver was already drawn up beside its narrow-gauge connection to Durango, and mail and express for southwestern Colorado and northern New Mexico was already being transferred to the smaller cars. Although Rio Grande had rebuilt the *San Juan* coaches with reclining seats and vestibules in the 1930's, I paid the small supplement for the rear-window seat on the *Alamosa*, the diminutive parlor-dinette car with its open observation platform on the rear of the train. I was the only parlor-car passenger.

Breakfast, prepared by the attendant promptly after our 7 a.m. departure, was served at the four-seat table next to the bulkhead that separated the compact little galley at the car's front end. Train 115 headed out the "racetrack" of the Alamosa Division, the almost 29 miles of dual-gauge track down the Rio Grande valley to Antonito on which the narrow-gauge K-28 2-8-2 passenger locomotives were allowed a top speed of 40 mph. Elsewhere, narrow-gauge passenger trains were limited to 35. The old three-rail segment still survives as a standard-gauge Union Pacific branch line, and the next 61 3-foot-gauge miles over Cumbres Pass are preserved for tourists as the Cumbres & Toltec Scenic Railroad, which handles far more passengers than did the Rio Grande, even at the height of World War II. Cumbres Pass was most impressive; not until later did I learn it was not the Continental Divide.

Chama, a quaint little town, was a division point where crews changed and helpers were added for the climb east over Cumbres Pass. From Chama I would take the single daily bus south to Espanola so I could get back to Los Alamos. It had arrived from Santa Fe in time to connect with my westbound *San Juan*, but it did not leave until after 4 p.m. so as to connect with the eastbound *San Juan*, so I spent the afternoon at the locomotive facilities.

I returned to the narrow-gauge main line the next month, riding up to Chama on the bus for the 107-mile train ride to Durango. An eastbound freight with three locomotives started up Cumbres Pass as we left Chama, and during the afternoon we met another eastbound freight and the eastbound *San Juan*. This time, I had a hamburger lunch on the parlor-dinette. Another source of sales for the attendant was ice cream that he doled out at remote settlements to Native American kids, who apparently met the trains frequently with their nickels in hand.

We were just a few minutes late until we neared Durango, where we were flagged down by a westbound freight ahead, which consisted of two engines and 130 empty stock cars. Durango yard was plugged, and there was no place for this train. D&RGW 2-8-0 346, built in 1881, shuffled cars around to open up some yard tracks, which allowed the freight to exit the main line and our *San Juan* to proceed to the station.

I stayed at the Strater Hotel down-

town, in back of which were D&RGW's freight yard and the Durango High School football field. It was Friday night, so I went to the game; Durango's opponent was Moab, Utah, 250 miles away. In Pennsylvania, even state playoffs often did not involve that much travel, but Westerners are used to it. Much of my

attention during the game was diverted by 346's activity in the adjacent yard.

The traffic surge was from the October rush to bring sheep down from high ranges in advance of winter. Most of this traffic originated on Rio Grande Southern, the 162-mile ne'er-do-well narrow-gauge pike which ran west from Durango and then north, looping back to a D&RGW connection at Ridgway, due north over the San Juan Mountains from

Durango, beyond Silverton and Ouray. RGS's unique "Galloping Goose" passenger motor cars no longer served the Durango end of the line, but every few hours, cuts of 30 empty stock cars would leave town in the charge of two RGS or D&RGW engines, one at the head end and the other cut in mid-train.

Rio Grande Southern, bankrupt for decades, had been propped up during the war by infusions of federal money to preserve it for transporting uranium-bearing ores and tailings from mines along the route. In 1945, the RGS im-

Two D&RGW "Mudhen" 2-8-2's power a Rio Grande Southern empty stock-car extra out of Durango in October 1945, the "last hurrah" of the sheep-rush. After the Manhattan District's purpose was known, members got their own "split atom" patch (top).



FRED N. HOUSER

posed a \$20 surcharge per carload, which sent livestock and coal hauls to trucks, so the sheep rush I saw may have been the "last hurrah" for such traffic.

I spent Saturday in Durango, which gave me a chance to photograph one of those RGS empty-stock-car trains leaving town, the arrival of a D&RGW Farmington (N.Mex.) branch train, and, at 11:15 a.m., the *San Juan's* departure. The roundhouse foreman gave me the run of the place, which had an impressive number of 2-8-2's under steam. On Sunday, I took a bus to Albuquerque via Farmington. Leaving there, I met the manager of the local refinery of Continental Oil Company, the smallest such facility that Conoco operated and the major source of originating traffic on Rio Grande's 47-mile branch. A decade later, Farmington would terminate trainloads of oilfield pipe during the "Four Corners" oil boom, the final fling for freight on the Rio Grande narrow-gauge.

My final visit to narrow-gauge country came a few months later when the Conoco refinery manager asked me to visit him for a weekend. I saw not only Navajo hogans, Pueblo ruins, and prong-

Two 2-10-2's team with an E6 diesel in leading Santa Fe's *El Capitan* out of Raton, N. Mex., in early 1946. Train order 139 (above) sets up a Wednesday gathering of the three streamliners, the *Chief*, *Super Chief*, and *El Capitan*, all serviced at Albuquerque.

horn antelope, but also the refinery loading facilities that filled those Conoco and UTLX tank cars seen in so many narrow-gauge photos, which delivered petroleum products around the narrow-gauge "circle." (This was the name given to the D&RGW and RGS lines that roughly formed a rectangle whose corners were Alamosa, Durango, Montrose, and Salida, Colo.) I returned to Los Alamos that Monday on the *San Juan*, to Chama and the bus through Espanola. Because the Silverton branch mixed ran only on Tuesdays and Fridays, I never could ride it on a three-day pass, so the experience had to wait until later, when the Army was no longer setting my travel schedules.

I didn't spend all my free time pursuing trains. Around Los Alamos were incredible archeological sites, cliff dwellings, and other ruins centuries old. The descendants of those people dwelt in active pueblos along the Rio Grande valley. A couple of us GIs used a weekend to visit Carlsbad Caverns in southern New Mexico, and we also used three days in December 1945 to visit Grand Canyon.

Some time after the war ended in August, President Harry Truman had decreed that all eligible servicemen were to be home from the Pacific by Christmas. Although the fleets of coaches and sleepers marshaled for the wartime westward

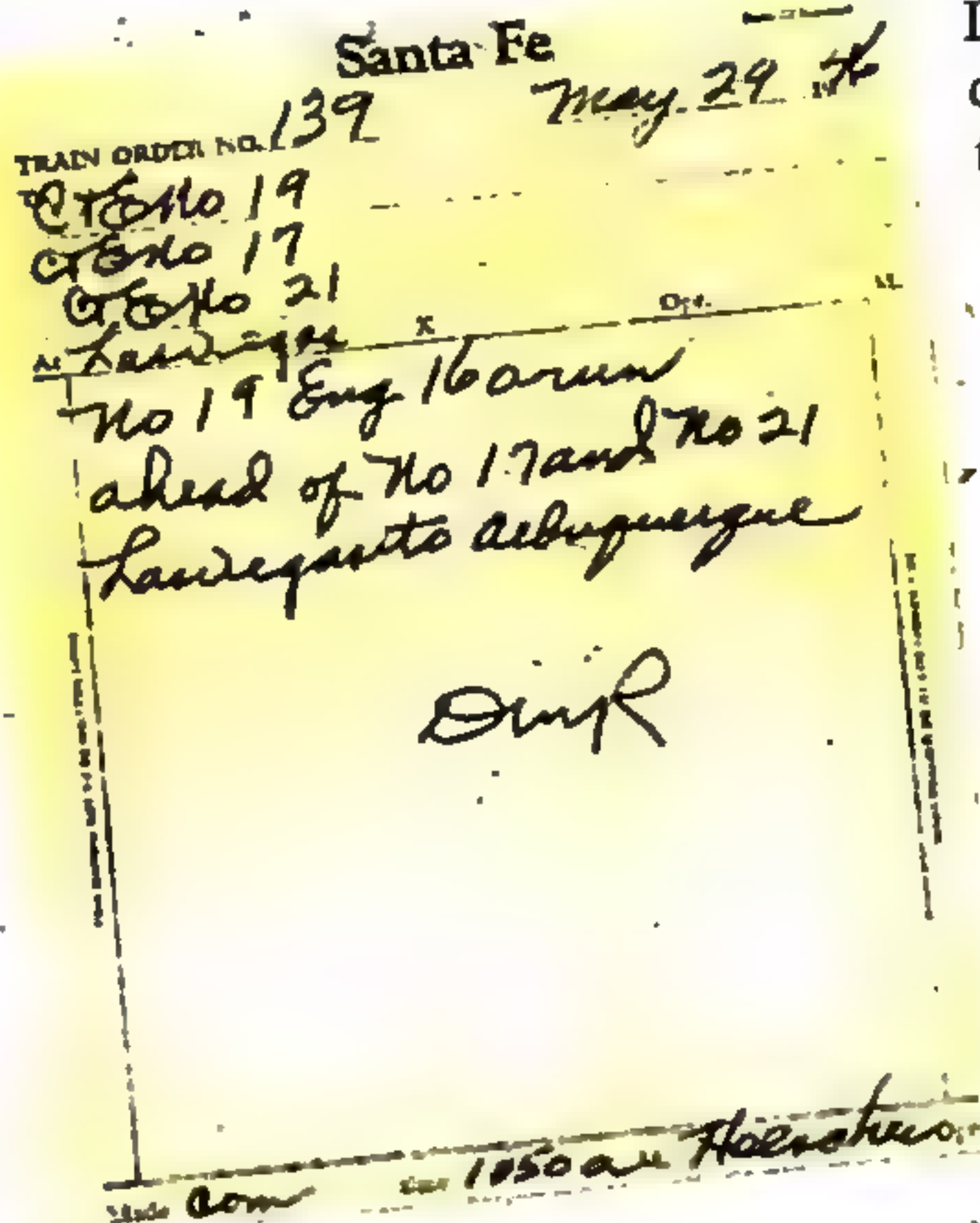
movement of troops had not been needed for that, they had now become important for moving returning servicemen east from the Pacific coast. Just weeks before Christmas, the military commandeered nearly 1400 more coaches to reduce the backlog of veterans at Pacific coast ports. The coaches were from carriers large and small, and some were ill-suited for transcontinental service.

How to get to Grand Canyon? We felt the snowy and below-zero weather precluded hitchhiking, and only the unreserved, perennially crowded *California Limited* was available on furlough tickets. It did not leave Albuquerque until after noon. Therefore, we took a Trailways morning bus to Williams, Ariz., which traveled U.S. Route 66, much of the way within sight of Santa Fe's double-track main line. On that trip we passed, or were passed by, two dozen trains, many of them troop movements. Despite the fact that this desert route was where Santa Fe employed much of its FT diesel fleet, the road's tremendous 4-8-4's were handling most of the troop trains. It was a constant eastbound procession, one that continued to pass our trackside hotel at Williams through the night. In the morning, we took the Santa Fe bus to Grand Canyon, where we spent a couple of hours hiking in the snow on the South Rim and admiring the sights.

Because of the crowds of eastbound riders by bus and rail, my friend and I had decided in advance we should hitchhike back to Albuquerque. At the Park entrance, we were lucky to promptly get a ride with a transferring colonel who was driving from California to Indiana. We even stayed overnight en route at a motel at Gallup, N.Mex. The next morning in below-zero temperatures, we watched the eastbound *Chief* leave the station, the great 4-8-4 producing a magnificent plume of steam exhaust in the brilliant sun. We were back in Los Alamos by evening.

An unexpected Christmas trip home

Things in Los Alamos were chaotic. While our Special Engineer Detachment had been successful in participating in the design and production of the world's first atomic bombs, the Post Engineer group had allowed the water supply for the 7000 people at Los Alamos to freeze up! Water was being trucked up from the Rio Grande. The quantity of river water might be sufficient to sustain the resident civilian population, which incidentally included renowned physicists J. Robert Oppenheimer, the director, and Enrico Fermi, who achieved the world's first chain reaction, but to help the situ-



FRED N. HOUSER



MILTON B. NAFUS

ation, all possible Army personnel were immediately given furloughs.

By evening, our little group was at the AT&SF city ticket office in Santa Fe, buying transportation to points across the U.S. at a time that may have been the all-time peak for long-distance rail travel.

We were bused to Lamy for the scheduled 9:45 p.m. departure of the *California Limited*, which did not arrive until nearly 4 a.m.! The coach section literally had passengers standing in the aisles, but our group found seats at tables in the vacant diner for an hour or so until the crew came on duty to prepare breakfast. We then moved to the vestibule of a Lehigh Valley coach coupled immediately behind the diner. The weather in northeastern New Mexico, was somewhat milder than we'd had the past few days, and our location put us at the head of the line when mealtimes were announced. We did, however, have to force ourselves into the crowded aisle of the LV coach while we went through the smoke-filled tunnel at the top of Raton Pass, where our 4-8-4 was being assisted by a pair of 2-10-2 helpers.

As we crossed the plains of eastern Colorado, the temperature dropped, and light snow became a blizzard that would continue all the way to the East Coast over the next few days. We sat on barracks bags and seat arms in the aisle of that Lehigh Valley coach. The car had a woefully inadequate water capacity for

run dry almost before we left each servicing stop. About 24 hours out of Lamy, we were rolling into Topeka when we had a grade-crossing collision with a taxi, so we were delayed a couple of more hours, finally straggling into Kansas City 12 hours or so behind schedule.

Santa Fe had no rested crews, so our departure for Chicago was delayed more. Because many passengers got off at K.C. to make connections with other trains, I finally did get a seat, at the end of a Pennsy P70 coach where blowing snow swirled in every time the door was opened. Leaving K.C. 14 hours late, we made up a little time and arrived at Chicago's Dearborn Station about 9 p.m.

Because I had routed myself over the Erie to Greenville, Pa., no transfer to another station was necessary. Had the *California Limited* arrived on time at 7:30 that morning, I would've been on the Erie's *Midlander* at 9:45 a.m. and home that evening. Not only did I miss that train but also the *Erie Limited* at 4:55 p.m.; I barely caught the *Atlantic Express* at 9:45 p.m. Erie allowed service people to board their trains first, so I quickly found a seat in a very clean coach which had water in the toilets!

I had no trouble sleeping. I detrained the next morning in the winter storm that had accompanied me for days across the country. I have never forgotten the comforts of that Erie coach, and I also remember the citizens of Chilli-

Erie's *Midlander*, out of Chicago in the morning, crosses the Little Calumet River in Hammond, Ind. Delays on Santa Fe caused the author to miss it and the *Erie Limited*; he took the *Atlantic Limited*.

standing knee-deep in driving snow to serve doughnuts and hot coffee to service personnel during the *California Limited's* stop. I had made it home for Christmas. Nearly two weeks later, with the nationwide homeward rush having subsided, I returned to Lamy without problems, having my own coach seat and arriving on time. And at Los Alamos, the water was on again.

Touring while I could

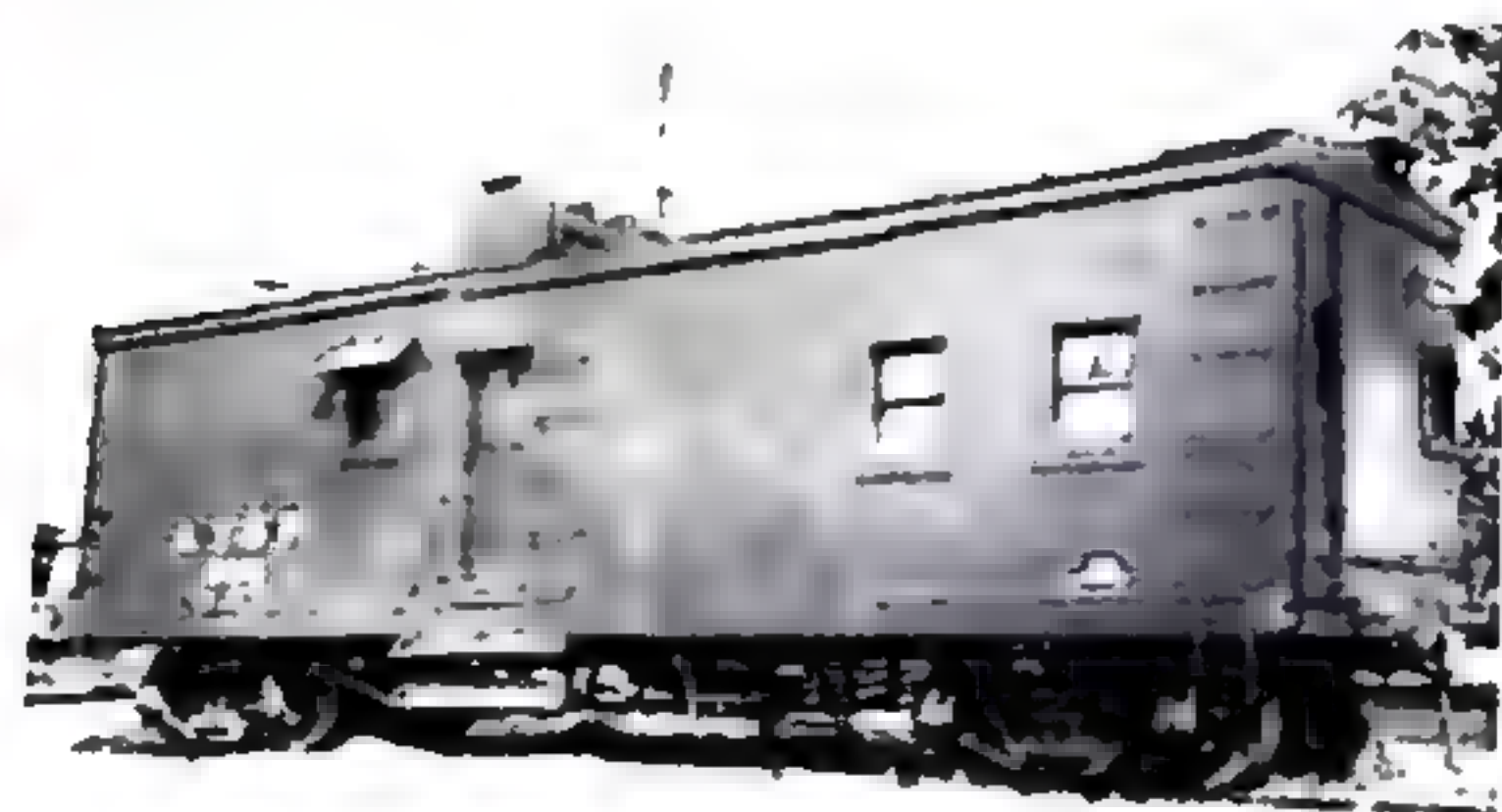
The Army was reducing its forces rapidly, so obviously my sightseeing and train-riding in the Southwest were coming to an end. I combined both on a three-day weekend that began with my being given a ride to Taos. Stationing myself across the street from Kit Carson's house to hitchhike, I quickly got a ride on gravel-surface U.S. Route 64 over the Sangre de Cristo Mountains to Raton. I got there in time for the Saturday afternoon arrival of Santa Fe's eastbound twice-weekly *El Capitán* coach streamliner, and watched as a pair of 2-10-2 helpers was coupled on ahead of E6 diesels 15A-B, then photographed them storming off for Raton Pass.

Back on U.S. 64, I soon got a ride through to Amarillo, Texas. Next morn-

Worth & Denver, I watched the northbound *Gulf Coast Special* from Dallas get a second Pacific added for the rugged route north toward Denver. A little after noon, I boarded the coach section of Santa Fe's westbound *Grand Canyon Limited* for Belen, N.Mex., to ride the CTC-equipped southern main line used by most Santa Fe through freights. The 344-mile ride took 10 hours. My trip concluded with a late-evening 30-mile ride to Albuquerque on the twice-daily connecting gas-electric train.

My next trip took me to Mexico. I hitchhiked from Albuquerque to El Paso, and rode the international streetcar to Juarez across the Rio Grande. While all of Juarez except for the streets making up the U-shaped trolley route was off-limits to U.S. military personnel, I did walk up the tracks of the National Railways of Mexico to the station, where an O-6-0 was assembling a cut of freight cars for transfer across the international bridge to El Paso. Early the next afternoon, I boarded Santa Fe's train 14 for the 7-hour, 253-mile trip through Las Cruces and Belen to Albuquerque. A substantial part of this trip was through barren desert. A year previously, this had been an overnight service in each direction with a 14-section Pullman, but when ODT Order 53 ended the shorter sleeping-car runs, Santa Fe had rescheduled its El Paso trains to make better connections with the *California Limited*.

Albuquerque, of course, was a major Santa Fe station with the Fred Harvey El Alvarado hotel, restaurant, and multiple platforms capable of serving several



long trains simultaneously. The busiest intervals of the week occurred on Wednesday and Sunday afternoons when the westbound *Chief*, during its 20-minute stop, was passed by the twice-weekly *Super Chief* and *El Capitan*, all bound for Los Angeles. The *Super* and *El Cap* arrived 7 minutes apart and were each scheduled for a 5-minute stop, meaning that two days each week, Santa Fe's three premier streamliners left Albuquerque for L.A. at 3:50, 3:57, and 4 p.m. By spring 1946, diesels had supplanted 4-8-4's on the *Chief*—four-unit FT's, regearred and fitted with steam generators for passenger service but not yet repainted from freight-service blue and

AT&SF oddities included roof-bench-equipped caboose 956 on the Santa Fe branch freight, and motor car M119 on the Albuquerque-Belen turn.



TWO PHOTOS, FRED N. HOUSER



yellow into the red and silver, which would occur on some sets.

Some time that spring, I finally rode a Santa Fe train out of its namesake New Mexico city, first reached by the Santa Fe Trail in the 18th century. Santa Fe's daily-except-Sunday mixed left Lamy at 6:10 a.m. as train 93 and returned in late morning as 94. Serving the nearest railhead for Los Alamos, the trains for the past three years had been handling heavy freight traffic. Motive power was an elderly oil-burning 2-10-2, and on the rear was a side-door caboose which would accommodate any passengers who chose this instead of Santa Fe's connecting buses. I was the only train passenger the day I rode. The caboose had no cupola; on its roof was a sort of transverse park bench, but I rode inside.

My final Los Alamos-era "fan trip" was a three-day weekend to Denver. I left from Lamy on a Thursday evening on one of the *California Limited*'s through Los Angeles-Denver coaches via La Junta, Colo., and arrived at noon on Friday. I toured downtown and made a round trip out to Golden on the Denver & Intermountain interurbans, which operated on two routes, one 3-foot gauge (like Denver's trolleys) and the other standard, which handled the interchange freight.

Despite my considerable travel on D&RGW, I had not yet ridden one of its standard-gauge trains. That ended on Saturday morning with my departure



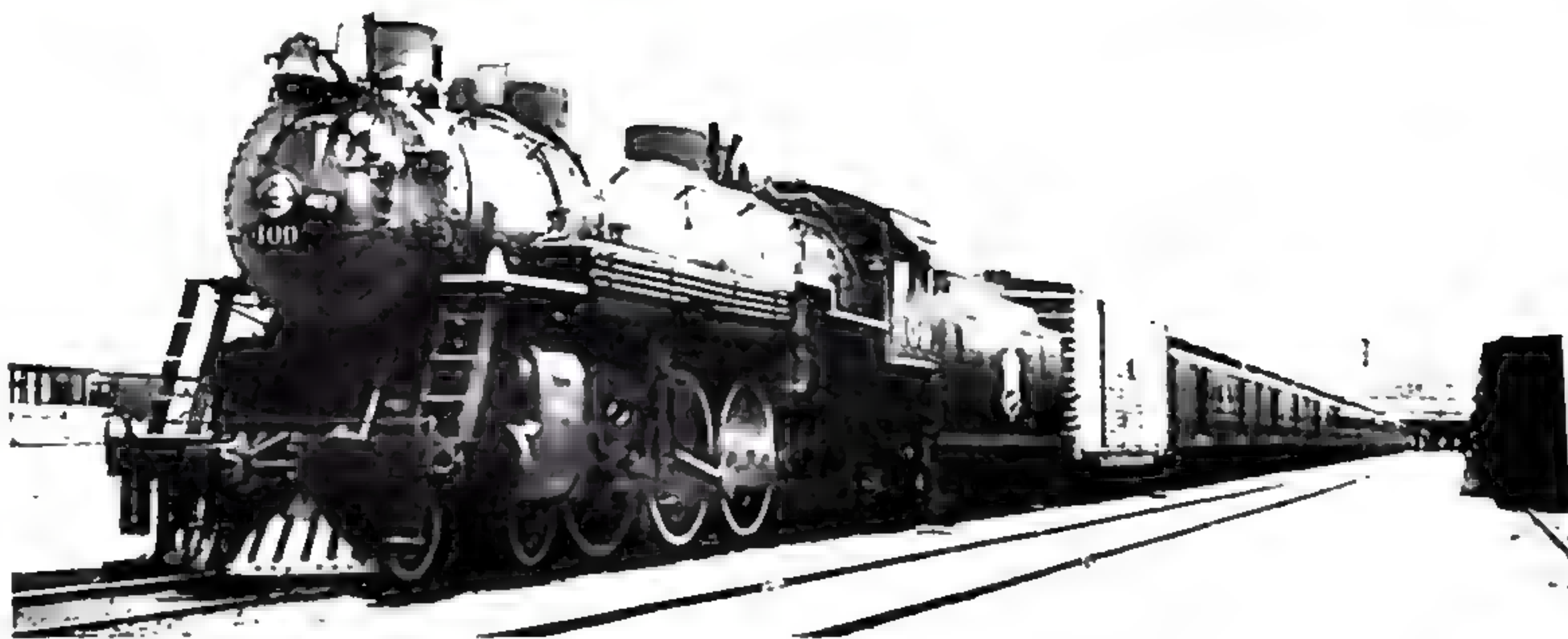
E. ALBERT RUST

Upon discharge, after leaving San Antonio on Katy's *Texas Special* (right) and changing to NYC at St. Louis, the author arrived at Erie (Pa.) Union Station (above) two years and 20,000 miles after induction.

behind 4-8-4 1803 on the *Scenic Limited*, which went via Pueblo to Salt Lake City and Ogden. My goal was to see the Royal Gorge from the bottom during the train's scheduled 10-minute stop there. The overwhelming sight was well worth the effort. My ticket was to Texas Creek, 20 miles to the west, where U.S. 50 was just across the Arkansas River from the Rio Grande main line. My plan was, that if an hour's hitchhiking did not get me a ride back to Pueblo, I would return to the Texas Creek station and ride back on the eastbound *Scenic Limited*. Within a few minutes, though, I was en route courtesy of an accommodating motorist who dropped me off in Pueblo in time for me to ride the city's two trolley lines, which used Birney cars. The next morning I took a bus back to Santa Fe.

Return to civilian status

By the end of June, a group of us was designated for Army discharge. For Los Alamos personnel, this required a 24-hour charter-bus trip to Fort Sam Houston at San Antonio, Texas, where the actual separation took place. On July 4, 1946, I was again a civilian with a new appreciation of the meaning of Independence Day. The rail route home was



FRED N. HOUSER

again up to me, with the Army compensating at coach rate. Because I'd already ridden Missouri Pacific the year before, I decided to try its competition from San Antonio to St. Louis, the *Texas Special*. This was a joint train of Missouri-Kansas-Texas (Katy) and St. Louis-San Francisco (Frisco). It left San Antonio at 8 a.m. the next morning. Katy passenger trains were characterized by spotless Pacifics and heavyweight cars with gleaming exteriors. The *Texas Special* traversed 600 miles of the Katy north through Dallas to Vinita, Okla., where during the night it entered the main line of the Frisco for the final 360 miles into St. Louis. We pulled into Union Station the next morning at 8:30 a.m., on time.

I had ample time to connect to New York Central's *Southwestern Limited* at 9:25 a.m. It averaged over 50 mph for

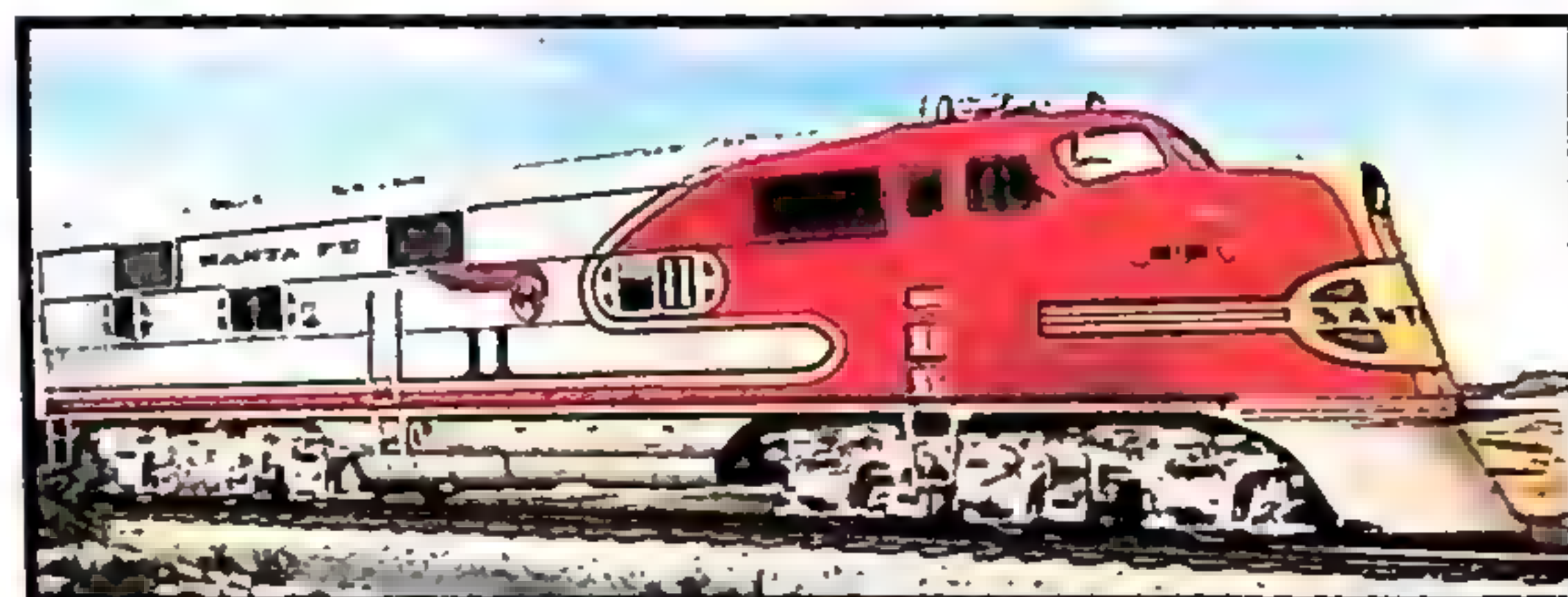
the 536 miles to Cleveland and pulled into Union Terminal at 9:05 p.m. I was destined for Erie, Pa., but because the *Southwestern* ran nonstop from Cleveland to Buffalo, I had to change to the *Water Level Limited*, which left at 11:50 p.m. and arrived in Erie at 1:48 a.m.

My Army travels were over. I was back on a platform across from which, two years earlier as an inductee, I'd left Erie behind a Pennsylvania K4. I had returned behind a New York Central Hudson. In between, I'd seen an incredible number of locomotives, virtually all steam. I'd ridden dozens of trains, not one diesel-powered. I'd seen a good part of the United States. I'd had the fortune to not be sent overseas, but I'd served with the Manhattan District, the unit that had brought about the unexpected early end of World War II. ■



EMD's shock troops

While helping defeat the Axis, early E units, FT's, and switchers battled steam at home



SIX IMAGES: CURT RICHARDS COLLECTION



REMEMBER THOSE ELECTRO-MOTIVE lithographs, and little profile cards, of its early road diesels? In 1944, a decade after introduction of Burlington's *Zephyr*, EMD issued a 24-page booklet entitled "General Motors Diesels in Review" with 31 of those color images, plus two pages in black-and-white picturing 47 switchers. It concluded with the map above.

Where were EMD diesels during the war? The map tells us to look to the heartland, where E units and other speedsters hauled streamliners in mostly steam-only territory. Ditto for the South, though Southern FT's were making inroads on freight. The heavy

lines, representing 22 railroads, depict EMD road-power routes only, and touch all states except South Dakota, Connecticut, and Rhode Island. The latter two might have been inked in as well, had the New Haven bought E units instead of Alco DL109's. Conversely, New England would be EMD-free were it not for Boston & Maine's FT's and the B&M/MEC *Flying Yankee*. Some other FT assignments: pockets on GN and NP, and the gap between the Milwaukee's electrified districts.

Interesting, too, are who's not shown, such as giants Pennsy and NYC (SP would be absent also if not for the *City of San Francisco*). NYC would soon get FT's, as would Cotton Belt, Lackawanna, Lehigh Valley, M&StL, Erie, O&W, and Reading. In time, Germany and Japan would become U.S. allies, but EMD's assault on steam at home would continue. **1**

Recalled to active duty

Marginalized by highways and the Depression, America's electric interurbans served with distinction during the war

By William D. Middleton



AS WAR CLOUDS FORMED ON the American horizon at the end of the 1930's, the electric interurban railroads were, by any measure, a dying industry.

Once a favorite of investors, U.S. interurbans had grown at a rate of close to 1000 miles a year in the first decade of the 20th century, reaching a peak of more than 17,000 miles by 1916. By this time, however, the boom was over. Earnings had never reached anticipated levels, and the interurbans' bread-and-butter short-haul passenger traffic had become increasingly vulnerable to growing automobile ownership and the expansion of hard-surfaced roads. Some new construction would continue for another decade; but, after 1916, abandonments always exceeded new track, while the industry's rate of return steadily dropped to almost nothing.

The Depression that began in 1929 all but finished off the industry. Forty major interurbans reported 1930 net operating revenues that were down 46 percent from the year before. The next year was even worse, when a survey of 26 companies revealed operating revenues 60 percent below 1930 results; throughout the Depression decade, the industry showed a negative rate of return. Property after property went under, and from 1929 to 1934 almost 5500 miles of line were abandoned.

The decline continued through the end of the decade. The extensive inter-

urban network across upstate New York was largely gone by the mid-'30's. Ohio's great Lake Shore Electric Railway shut down in 1938, and the large Cincinnati & Lake Erie system a year later. The last segment of the nearly statewide Indiana Railroad System closed in 1941, by which time total U.S. interurban mileage had dropped to 2700 miles, scarcely 15 percent of the industry's peak.

As America geared up for war, the transport needs of expanding industry and military mobilization placed major demands on the rail system, and the industry would respond with what would rank as the finest effort in its history. The few interurbans that had survived the Depression would prove to be a small but important part of the network, and they would meet the demands of resurgent passenger and freight traffic with uncommon energy, resourcefulness, and downright ingenuity.

To the surviving interurbans, the war years brought traffic levels, both passenger and freight, unmatched since the glory days of traction. Employment boomed as industry began to produce the armaments for a global war, and millions of recruits and draftees traveled to training camps and bases as the armed forces expanded to unprecedented size. Americans were traveling more than ever, but tire and gasoline rationing and a halt to auto production largely sidelined the family automobile.

A few fortunate interurbans proved to be exceptionally well equipped to handle the surge. Lehigh Valley Transit, for example, had updated its interurban

Cars stored at the Cincinnati & Lake Erie shops (below) after the line's closure went on to help other carriers through the war. U.S. Maritime Commission 345, a former IER car assigned to Pacific Electric, sped workers to shipyards south of L.A.



ABOVE: STUART H. BUCHANAN, RIGHT: PACIFIC ELECTRIC



"CALSHIP"
SPECIAL



At Des Moines, soldiers stand beside a Des Moines & Central Iowa train formed of a locomotive, two steam-road coaches, and two DM&CI combines.

passenger fleet in 1939 with modern cars from two defunct Ohio lines. Included were 13 lightweight, high-speed cars from the C&LE and 4 curved-side lightweights from the Dayton & Troy. Supplemented by some of the older equipment that LVT was to have replaced, the new fleet gave the eastern Pennsylvania carrier ample capacity.

Iowa's Cedar Rapids & Iowa City (the "Crandic") had similarly upgraded its fleet in 1939 with another 6 of the surplus C&LE cars, and later added a single former Indiana Railroad lightweight. Aided by the line's older wooden cars, the high-speed cars transported the greatest passenger traffic in Crandic history, reaching a peak of more than 573,000 passengers in 1945.

Most interurbans, however, were not

so well prepared, and they searched everywhere to find extra equipment. Retired cars were pulled off storage tracks, and the used equipment market was scoured for suitable rolling stock.

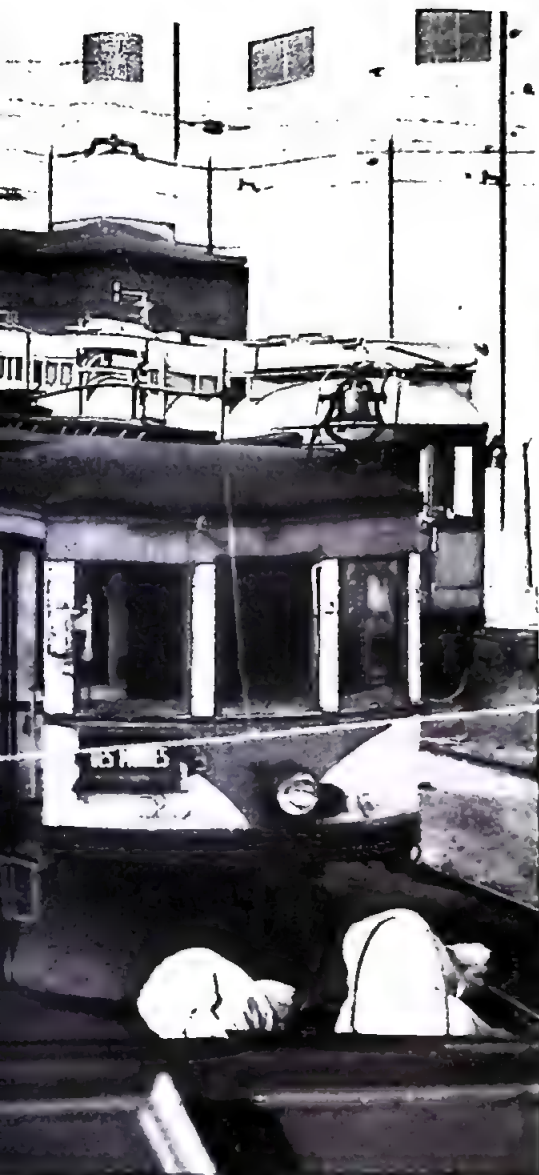
The Des Moines & Central Iowa, for example, had been able to operate its lightly patronized services with only three passenger cars until thousands of draftees began arriving at the Army's on-line Camp Dodge, north of Des Moines. Neighboring Crandic came to the rescue with the lease of two old wooden cars. Borrowed steam-railroad coaches pulled by steeple-cab freight motors provided still more capacity.

One line that was particularly hard-pressed was the Oklahoma Railway, whose routes from Oklahoma City to Norman, Guthrie, and El Reno saw enormous growth from defense plant activity and the installation of two Navy bases at Norman. Trains, which had run hourly in the 1930's, operated every half-

hour, sometimes running in as many as four sections. Altogether, the railway saw its passenger schedules grow from 39 cars dispatched daily in 1941 to 192 daily cars in 1944, when its three lines moved nearly 2.3 million passengers.

The company's interurban fleet, which numbered only 11 relatively modern lightweight cars acquired in the mid-1930's from abandoned lines at Fort Wayne, Ind., and Rockford, Ill., was hardly enough for the task. Several city cars were converted to interurban service, while two old cars which had been retired and turned into roadside diners were restored to operation.

In 1943 the Navy came to the rescue when it acquired eight used cars and leased them to the Oklahoma line. Five came from the Schenectady Railways, which had closed its last interurban line just the day before the attack on Pearl Harbor. Another three were acquired from Ohio's Dayton & Xenia, and in



WILLIAM C. JANSSEN

1943, the Oklahoma line converted four freight "box motors" back to passenger cars. Originally delivered as city cars in 1910, they had been rebuilt for freight service during World War I.

Innovation in Illinois

The Illinois Terminal, one of the largest surviving interurbans, experienced equipment shortages as traffic grew between St. Louis and points in central Illinois. The company was able to operate most of its passenger services with available equipment, but construction of the huge Sangamon Ordnance Depot in 1942 at rural Illiopolis, Ill., between Springfield and Decatur, required additional capacity to transport hundreds of munitions workers to the site. IT met the need with 55 surplus elevated railway cars from New York City that shuttled to and from the plant in trains of up to nine cars pulled by freight motors, or one of the rail-



PRESTON GEORGE



LT. ALEX DARRAGH

road's heavy-duty passenger motor cars.

Unlike some interurbans, the Illinois Terminal had a large carload freight volume, interchanged with its steam-railroad connections. The IT began to experience a shortage of freight motive power as early as 1940, as industrial activity began to pick up with rearmament business. The carrier turned to its resourceful Decatur shops for a solution: the innovative rebuild of some of the road's older locomotives.

During the 1920's Decatur had built 20 Class C 16-wheel, articulated electrics that had an hourly rating of 1000 h.p., utilizing trucks, motors, and control equipment salvaged from retired passenger cars. Using the articulated frames and carodies from some of these older electrics, the Decatur shop forces created a new Class D

Oklahoma Railway 225 (top), a car from Rockford, Ill., is inbound at Belle Isle on the Guthrie line. Seen from Peoria-St. Louis train 95, Illinois Terminal Class D No. 70 takes siding on May 29, 1942.

electric with an hourly rating of 1800 h.p. The shops fabricated new MCB type trucks, while Westinghouse supplied control equipment and 225 h.p. blower-ventilated traction motors of a type recently developed for the New York subway system. The big locomotives were equipped with double trolley poles because they drew so much power.

Decatur turned out four of the 108-ton Class D's in 1940, and a fifth in '42. The new units generally worked IT's fast freights between East Peoria, Ill., and the Edwardsville (Ill.) yard near St. Louis, where their 1750-ton rating was 25 percent

Interurbans responded to the emergency with uncommon energy, resourcefulness, and ingenuity.



North Shore collector Ethelwyn Bassett sees sailors aboard car 413, a parlor-observation rebuilt as a coach, at Great Lakes. Borrowed Chicago "L" cars barrel down North Shore's Skokie Valley line in '42.



TWO PHOTOS: C. E. KEEVIL PHOTO, W. R. KEEVIL COLLECTION

greater than that of the older Class C's.

To the north, all three major Chicago interurbans saw big traffic increases. Hardest hit was the Chicago North Shore & Milwaukee, which had a heavy commuter trade between Chicago and the North Shore suburbs as well as substantial intercity traffic between Chicago and Milwaukee. Adding to wartime growth in this business was an enormous volume of military traffic to the on-line Great Lakes Naval Training Station and the Army's Fort Sheridan, both located on Lake Michigan south of Waukegan. From a 1939 level of 9.7 million

passengers, North Shore ridership grew to a peak of just under 28 million in 1945. Freight traffic, meantime, grew by more than 80 percent from 1939 to a wartime high of 2.6 million tons in 1942.

The North Shore was in a good position to handle the growth. Early in 1941 it had placed its two new streamlined, high-speed *Electroliner* trains in Chicago-Milwaukee service, and throughout the war these highly productive trains logged five round trips daily with only occasional interruptions for maintenance. The North Shore had also refurbished 42 of its standard coaches and

dining cars. Every available car was pressed into service, and seven long-idle dining and parlor cars were pulled out of storage and rebuilt into coaches by the line's Highwood (Ill.) shops.

For extra-heavy movements to and from Fort Sheridan and Great Lakes, the North Shore often borrowed cars from the Chicago Rapid Transit Co. Also, the North Shore occasionally borrowed cars from sister interurban Chicago Aurora & Elgin for weekend "sailors' trains" between Great Lakes and Milwaukee. These, though, had to be returned in time to handle CA&E's heavy Monday morning rush-hour schedules.

For additional freight capacity, the North Shore borrowed locomotives from Chicago Rapid Transit and also pressed its own merchandise despatch box motors into service as locomotives. Further, the North Shore acquired an additional steeple-cab locomotive from the Arkansas Valley Interurban Railway.

The Chicago South Shore & South Bend, which served the heavily industrialized northwestern Indiana region along Lake Michigan, saw equal surges in traffic. Ridership climbed steadily to a 1945 peak of more than 6.1 million, some 140 percent above the 1939 level.



JOHN PROEBSTING

Four ex-IC motors including 900-901 (at East Chicago in the mid-'50's), moved South Shore freight during the war. No. 15, CSS&SB's first lengthened M.U. car, is at Michigan City on August 31, 1942.

Freight traffic grew almost as dramatically, reaching a high of almost 144 million ton-miles in 1945, more than 50 percent above the prewar level.

Four 97-ton Baldwin-Westinghouse steeple-cab locomotives acquired from Illinois Central in 1941 gave the South Shore sufficient motive power to handle its booming freight traffic, but the surge in passengers was not so easily met. For heavy weekend service between Chicago, Gary, and the Indiana Dunes, the railroad rented IC electric suburban cars, which operated on an identical 1500-volt D.C. system.

Solving the weekday car shortage prompted an extraordinarily innovative solution. Unable to acquire more cars, the South Shore decided to make the ones it had bigger. In 1942 car No. 15, a 60-foot steel coach built by Pullman in 1926, was pulled into the road's Michigan City (Ind.) shops, cut into two parts, and given a lengthened and strengthened underframe and a new 17-foot, 6-inch section spliced into the middle. New seats and a refurbished interior completed the rebuild, which increased seating capacity from 56 to 80. Before the end of the year a second car was similarly rebuilt, and by V-J Day a total



GEORGE KRAMBLES

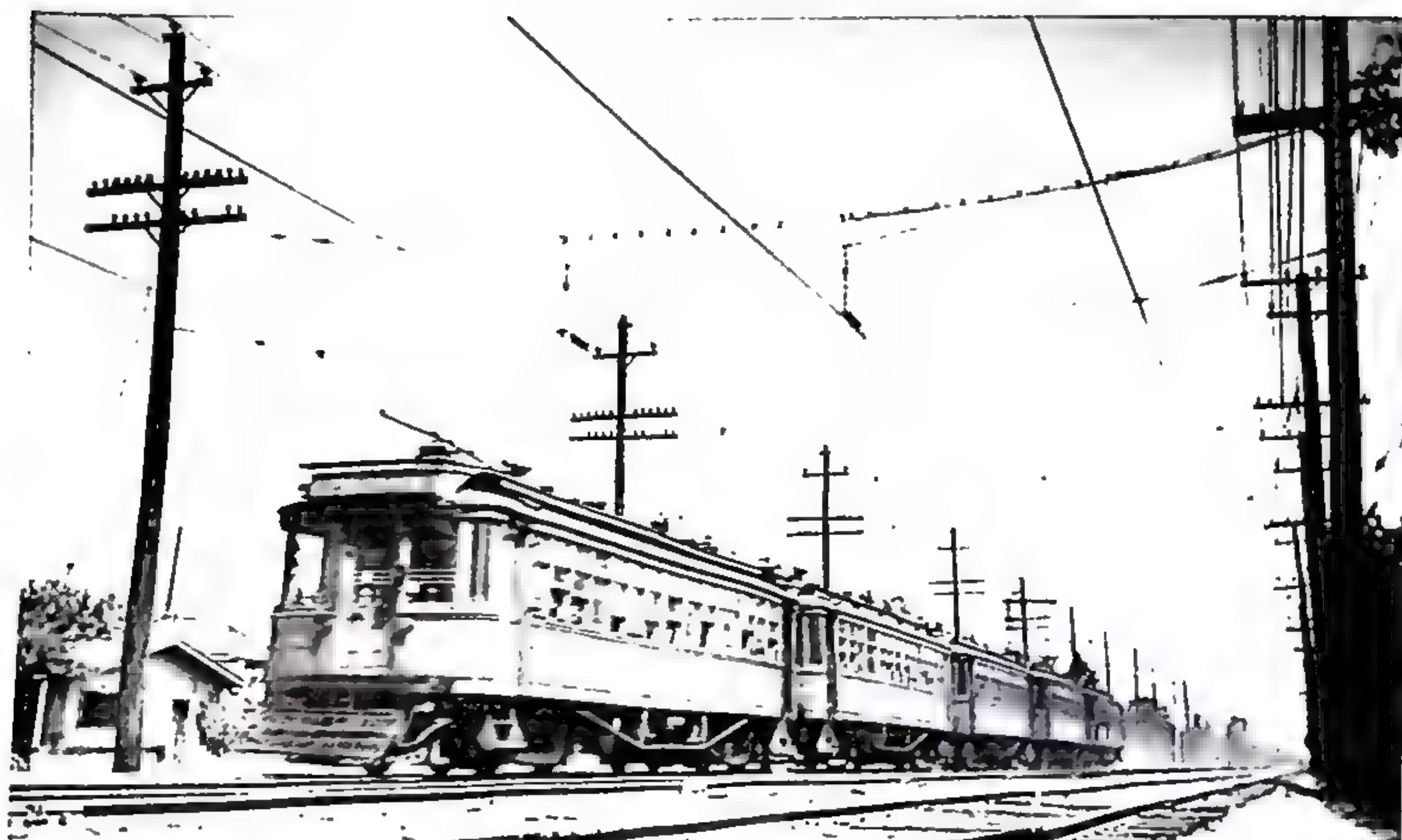
of 19 cars had been stretched.

Chicago Aurora & Elgin, the third major Chicago interurban, also experienced substantial growth in its largely commuter traffic from downtown to the west. Already pressed for equipment to handle rush-hour requirements, the CA&E had acquired five steel cars from the defunct Washington, Baltimore & Annapolis in 1937. As traffic grew even before the war, it became apparent that still more capacity would be needed, and in 1941 the CA&E ordered 10 modern steel interurbans from St. Louis Car Co. War production controls, however,

delayed their construction until after the conflict. Instead of new cars, the CA&E had to make it through the war years with the lease of a dozen surplus wooden cars from the North Shore Line.

High times for the Red Cars

No U.S. interurban, however, played a greater role in World War II transportation than did Southern California's Pacific Electric Railway. The greatest interurban system in North America, the 1200-mile PE provided a transportation framework for much of the development of the Los Angeles area.



H. L. KELSO

While the company had begun to shift its passenger services to motor buses before 1930, this great network remained largely intact as the U.S. entered the war, providing one of the most comprehensive passenger rail services of any American metropolitan area. PE freight service was equally extensive, acting as a feeder to parent Southern Pacific. Serving hundreds of Southern California industries, PE ranked as the state's third-largest freight carrier behind SP and Santa Fe.

Probably no region in America was more profoundly affected by the war than Southern California. Thousands of workers came from all over the nation to work in the region's aircraft plants, shipyards, and other defense industries, while thousands more military personnel shuttled in and out of the area's many training camps and military bases. Passenger traffic on the "big red cars" soared to unprecedented levels. Annual PE rail passengers climbed from barely 48 million in 1940 to an all-time peak of more than 109 million by 1945. Freight traffic, too, reached new highs.

Pacific Electric quickly faced a major equipment shortage. The only new cars it had received over the previous decade were 30 suburban PCC cars in 1940, and with plans in hand to convert more lines to bus operation, many of PE's older wooden cars had been written off. During 1940 and '41 more than 100 wooden cars had been scrapped, but PE, recognizing that it would need more cars, halted the scrapping and pulled the last 31 1907-vintage 950-series into the its Torrance shops for a reconditioning that

would keep them going for another decade. The aging fleet of 1000-series wooden cars, too, was sent to Torrance for a 1942 reconditioning that would make them fit for heavy service on the Long Beach and San Pedro lines.

But more than these rejuvenated veterans would be required for PE's wartime traffic. The answer was found in the San Francisco Bay Area. Early in 1941, the SP-owned Northwestern Pacific had closed down its electrified, third-rail suburban service in Marin County, north of the Golden Gate. The next year, PE leased NWP's 19 newest cars from SP. These were big aluminum cars, just what PE needed for additional capacity. Equipped with 3-2 seating, the 72-foot cars seated up to 102 passengers. After receiving trolley poles and other minor modifications, the cars were soon in service on PE's Long Beach, San Pedro, and Santa Ana lines.

Still more cars were available from the 1941 abandonment of SP's Interurban Electric Railway network of 1200-volt D.C. suburban services in the East Bay area. More than 150 IER cars had been idled. These were commodious steel cars, almost identical to the NWP equipment, and almost all soon took up new duties transporting war workers to

and from shipyards and ordnance depots all over the country. The U.S. Maritime Administration requisitioned 86 of the cars, sending 59 to Los Angeles to help haul shipyard workers on the PE. Fitted with trolley poles and otherwise modified for 600-volt operation, the cars early in 1943 began running in "Calship Special" service between L.A. and the Terminal

No interurban played a greater role in wartime transportation than did the Pacific Electric.

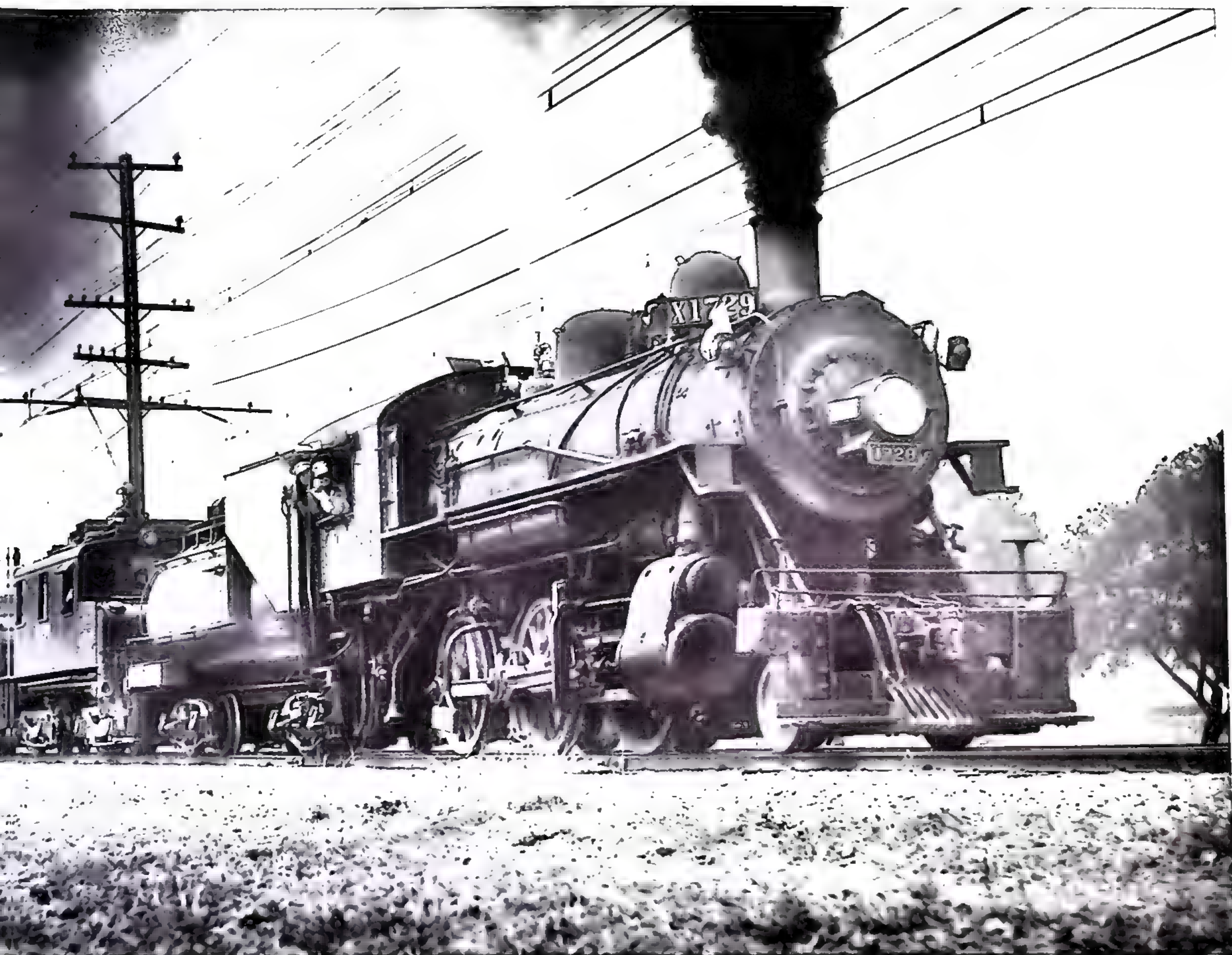


Island shipyards in Los Angeles harbor.

PE freight business boomed as well. With its electric motive-power fleet working at capacity, the road turned to both diesel and steam power. PE's first diesels, four 44-ton General Electric switchers, arrived during the war years. SP, overburdened with traffic on its main line east of Los Angeles, had diverted substantial tonnage to the parallel San Bernardino line of subsidiary PE. Short of electric locomotives, PE leased steam engines from SP to help move the extra freight. Since the line's signals were trolley-actuated, steam locomotives were always double headed with electric motors, creating some memorable scenes in the groves and vineyards of San Bernardino County.

Winning the battle, losing the war

The great effort of World War II had some fairly long-term benefits for a few interurbans. Wartime earnings of as



WILLIAM BARHAM

much as a million dollars a year put the North Shore Line firmly in the black, enabling the road to end a 14-year bankruptcy in 1946 and establishing a brief prosperity that helped the railroad survive until 1963. The South Shore Line found that its wartime car-lengthening program not only expanded capacity, but also reduced operating and maintenance costs. The program continued after the war, and the South Shore eventually rebuilt and lengthened a total of 36 cars, most of them with additional amenities such as air-conditioning and lengthened "picture" windows. These enduring cars soldiered on until 1983, when a new generation of stainless steel

over, PE had bought the former IER East Bay cars, and 52 of these, together with all 19 former NWP cars, were rebuilt at Torrance with new interiors and more comfortable seating during 1946-47. Most of them remained in service until the last of the PE interurban routes closed in 1961.

At least one interurban drew the wrong lesson from its wartime experience. Encouraged by the traffic surge, the Illinois Terminal decided there might be a future in the interurban passenger business after all. At war's end, the road placed a million-dollar order with St. Louis Car Co. for eight hand-come streamlined passenger cars that

Five PE "Ten-hundreds" (far left), saved from scrap by war traffic, dash toward Long Beach in 1942. Military trucks are in an eastbound freight headed by SP 2-6-0 1729 and PE motor 1621 at Alhambra.

year. IT's interurban passenger service ended in 1956, and the expensive trains never ran again.

For almost all the interurbans, the bonanza traffic of the wartime years had vanished as rapidly as it had appeared, and the terminal decline of the industry soon resumed. So ephemeral was the intense wartime traffic carried by the Oklahoma Railway, for example, that all three of its lines had been abandoned within two years after the end of



Troop cars

Boxcar-inspired troop sleepers and kitchen cars were expeditious answers to the railroads' wartime capacity crunch

By Patrick C. Wider



THE SECOND WORLD WAR placed extreme demands upon America's railroads. Revenue ton-miles increased from 373.3 billion in 1940 to 740 billion in 1944, a doubling of traffic in four years. The railroads were also required to transport millions of soldiers, sailors, aviators, and marines from their training bases, airfields, and camps throughout the country to the ports of embarkation and naval bases on the East, West, and Gulf coasts. As many as 2500 special trains a month were devoted to moving the troops and their equipment. In 1943 alone, the railroads carried more than 10 million troops in these special trains.

The movement of a troop train from its point of origin to its final destination often required the services of more than one railroad. Each road supplied its own locomotives, train crews, and passenger-department escorts. These movements, especially when they involved several carriers, required careful coordination and much advance planning. In addition, all troop-train movements were handled with a high degree of secrecy. In most cases, the troops themselves did not know the route they were taking or even their final destination.

Army corporals James McKinney of Brooklyn (top) and Arthur Kowisto of Amasa, Mich., try out the new three-deck berth in the first of 1200 new Pullman troop sleepers, as 26-year Pullman porter Sandy Hodges, assigned to the car, looks on.

At the same time, the railroads accommodated the needs of staggering numbers of civilian passengers. Revenue passenger-miles ballooned from 23.8 billion in 1940 to 96 billion in 1944, a fourfold increase. As a complication, the War Production Board restricted the number of conventional passenger cars to be built during this period. Only 242 passenger-train cars were built for U.S. railroads in 1942, and none in 1943 and '44. Appeals to civilians to limit non-essential travel provided only partial relief. As a stop-gap solution, hundreds of surplus Pullman tourist heavyweight sleeping cars, primarily having 12 open sections and one drawing room (usually older Pullman Plan 2410 cars lacking air-conditioning), were pressed into troop-train serv-

ice. Each car could handle up to 39 passengers; one soldier slept in an upper berth, while two soldiers were assigned to each lower. In contrast to the Army, the U.S. Navy treated its personnel a bit better, assigning only one sailor to a lower berth.

To provide food for the troops, baggage and express cars were temporarily converted into kitchen cars by the inclusion of field stoves and iceboxes. The meals were normal army rations handled by regular army mess crews. These cars were placed in the charge of a mess sergeant who was assisted by his mess stewards and the unlucky "Kitchen Police" (soldiers assigned to "KP" duty). Each mess unit stocked these cars at departure points and removed its equipment at the final destination. In most instances, the men remained in their seats and their chow was brought to them by the mess stewards.

These makeshift procedures were a much-needed help to America's wartime transportation needs, but there were still not enough spare tourist sleepers and baggage cars to outfit all the troop trains needed as America's participation in the war increased. As another stop-gap measure, 40 Pennsylvania Railroad X32-class 50-foot "turtle-back" automobile cars were converted into troop sleeping cars, and 5 additional X32 automobile cars were converted into troop kitchen cars in 1943.

But a great deal more capacity still

was needed. Help came from the U.S. government's Defense Plant Corporation, which contracted for the construction of 2400 troop sleeping cars, 800 troop kitchen cars, and 40 hospital kitchen cars. Delivery began in 1943 and ended in 1946. The troop sleeping and kitchen cars were government-owned, but were operated and maintained by the Pullman Company. In order to save money and time, the

designs for the cars were based on the Association of American Railroads standard 50-foot, 6-inch (inside length) steel boxcar.

Sleepers based on a boxcar

The 2400 troop sleepers were built by Pullman-Standard Car Manufacturing Co. in its Michigan City (Ind.) plant in two lots: cars 7000-8199 during October 1943-March 1944, and cars 8300-

8499 and 9000-9999 from October 1945 through May 1946. P-S also built a single, unnumbered test car in 1945.

The sleepers were of riveted carbon-steel construction with heavily reinforced ends. Cars in the first series weighed 76,300 lbs. each; length over buffers, coupled, was 54 feet, 2 inches. High-speed Allied Full Cushion trucks, along with steam and signal lines, allowed the cars to be operated in all passenger trains. The flooring was tongue-and-groove wood applied crosswise (as on a boxcar) and was bolted directly to the side sills and floor stringers. The top flooring was brown asphalt tile cemented directly to the wood flooring. Short ramps, covered with non-slip metal treads, brought the floor height up to the standard passenger-car floor height at the car ends.

The cars were equipped with two Westinghouse AB-1-B type control valves, two air reservoirs, and two

Builder's views of the exterior and interior of the first car of the first lot, outshopped in October 1943 at Michigan City, Ind., show the simplicity of style. The interior is set up for daytime use.



THREE PHOTOS, PULLMAN COMPANY





A Pullman porter demonstrates the making down of the top of a troop sleeper's three berths.

brake cylinders that operated independently. The AB-1-B air-brake equipment was a modification of the standard AB freight-car brake system first adopted in 1933. The AB-1-B system, which became available in the early 1940's, was designed specifically for cars that operated in both freight- and passenger-train service.

The AB-1-B control valve incorporated an additional connection to the passenger signal pipe. When the signal line

was charged with air, the brake valve automatically adjusted the equipment for passenger-train service. In this case, the development of brake-cylinder pressure during service-brake was the same as for AB equipment. However, when an emergency application occurred, the "controlled emergency" necessary for long freight-train service was eliminated, and a large range of braking force between full-service and emergency brake applications, the same as with passenger-train brakes, was provided. Also, the brake cylinders accommodated additional air lines to power auto-

Troop cars

matic slack adjusters that offset any wear occurring in the cars' brakeshoes. A single hand brake operated on only one truck, and train crews were cautioned to inspect both trucks to ensure that the hand brake was released before moving the car.

The end doors were similar to those on standard passenger cars. There were no vestibules, but each car was fitted with passenger-car diaphragms and face plates. Sliding doors on each side at the center of the car facilitated loading and unloading. The side doors on the first lot of cars were provided with trap doors and step wells. Those on the second lot lacked the wells and had simple flat section steel steps. On each side of the car were 10 sliding windows about 2 feet wide by 3 feet high, each equipped with roll shades and mesh screens. In addition to the main windows, there were smaller windows at each end of the car opposite the wash basins and for each toilet room.

Each car had four wash basins, two at each end, with cold and hot water faucets, and also two enclosed toilets, one at each end. Above the wash basins were wide mirrors, a paper-towel dispenser, and a waste rack for used towels. A drinking-water cooler with a dispenser for cups was at one end of the car. The water supply was 150 gallons per car, stored in overhead gravity-flow tanks at each end of the car. The tanks were filled through nozzles at the side-sill level at each corner of the car, just inboard of the trucks. An emergency tool rack, enclosed in glass, was above one of the side doors. Each car had two chemical fire extinguishers, also enclosed in glass cases. Additionally, a first-aid package was located in a container on one of the side walls.

Ventilation was provided by eight exhaust ventilators in the roof and inlet ventilators in the sides near the eaves. A low-pressure steam vapor heating system with fin radiators was installed. Perforated grilles covered all heating pipes within the car. The heat was manually controlled by four hand valves, two on each side of the car, with stencil markings showing their location. The cars were well insulated, and the ceilings and interior sides were lined with a



U.S. ARMY SIGNAL CORPS, COURTESY ASSOCIATION OF AMERICAN RAILROADS

composition material painted in three-tone tans.

When made up for night, each car had sleeping accommodations for 29 passengers and one porter, with each having an individual bed. The berths were arranged in tiers of three, running crosswise with the aisle along one side instead of in the center as in a conventional sleeping car. One of the end upper berths was enclosed and reserved for the porter. It was accessible only from the transverse corridor that was opposite the end door.

For daytime use, the top berths remained fixed, forming a ceiling and space for storage of bedding and linen. The middle berths were lowered to form a back for the seat converted from the lower berths. Standard Pullman bedding, consisting of sheets, pillows, pillowcases, and blankets, was furnished for each berth, and the linen was changed every night when the cars were in service. Each berth had two wooden coat hangers permanently attached, plus a rack for the soldier's rifle.

The current for the electric-lighting system was furnished by replaceable dry-cell type batteries, housed in large steel boxes mounted on the interior side wall about 7 feet above the aisle floor. Twelve automotive-type light fixtures were spaced throughout each car. Two fixtures were mounted over the wash basins, one at each end of the car; two were on each side of the ceiling in the

center portion of the car between the side doors, and eight were arranged in pairs on the side wall in each section. The illumination from these lights permitted soldiers to read, write letters, and to engage in pastimes such as card games. For night lights, there was one ceiling fixture in each toilet, plus one in front of each end door and two in the ceiling of each passageway.

Owing to their bare-bones construction and freight-car pedigree, the troop sleepers' accommodations and ride quality were hardly on a par with a standard Pullman car. However, the Pullman Company made it clear to its employees that "Our service in these cars is to conform in every respect to the customer service you are accustomed to deliver in connection with the regular Pullmans. These cars will bear the name Pullman. They will be serviced with linen and other supplies in the same manner as all other Pullmans. There will be a berth for every man, and bedding will be changed nightly by the porter. The kind of service on which we have built our reputation will be the same in every possible respect. In other words, all of the operating procedures which we employ with respect to all of our cars will be in effect in full in the case of the new troop sleepers."

Cars to feed the troops

The 800 troop kitchen cars were built by American Car & Foundry Co. in its Chicago plant from October 1943 through March 1944 (car numbers K-100 to K-499) and in its Berwick (Pa.) plant from September through December 1945 (K-600 to K-999). The steel

A troop kitchen car is at the front of the train in the foreground, and other kitchen and troop sleeping cars are visible in this yard scene at Camp Kilmer, N.J., on the Pennsylvania Railroad.

Troop cars

framing for the underframe, sides, and roof closely followed standard AAR box-car design. The end framing with end-door opening was designed to meet AAR strength requirements for passenger-train equipment. The cars weighed 77,500 lbs. and measured 54 feet, 2½ inches over buffers, coupled. As on the troop sleepers, high-speed Allied Full Cushion trucks, along with steam and signal lines, allowed the kitchen cars to be operated in any type of passenger train.

The cars had a double wood floor of tongue-and-groove yellow pine. A ramp of non-skid steel floor plate was provided at each side door to account for the difference in height between the car-body floor and high-level station platforms. Eight floor drains with hinged flush covers permitted washing out the car with a hose at the end of the run.

Like the troop sleepers, each kitchen car had Westinghouse AB-1-B air-brake equipment consisting of two brake cylinders, two air reservoirs, and two AB valves, each operating the brakes on one truck. A handbrake was installed at one end of the car inside the main body end post. The water supply came from an air-pressure water system, with air supplied by one of the emergency reservoirs of the air-brake equipment, a reducing valve, and a low-pressure air reservoir. A hand-operated pump under the sink was for emergency use or when the cars were standing without an air connection. Separate water supplies were provided for the sink and crew shower. Water for the shower was heated by a Vapor heater and that for the sink by a similar heater and the water-filled backs of the ranges.

The end door openings were 2 feet, 3 inches wide, and the side-door openings were 4 feet wide by 6 feet high. A safety bar that was pivoted to a bracket on the main body end post was provided across each end-door opening. There were 14 windows (6 on one side, 8 on the other) having a sliding sash and inside screens, both of which could be raised by the kitchen crew. Each window also had a roller curtain that overlapped the window opening at all edges.

Nine pivoted ventilating openings with flush outside screens were installed in the sides of the cars close to

43.7 million—and car 7007

THE SHEER STATISTICS OF RAIL TROOP MOVEMENTS during World War II beggar comprehension. During the period December 1941-August 1945, the railroads moved more than 97 percent of American troops—approximately 43.7 million military personnel. That figure excludes weekend passes, furloughs, and emergency leaves. Also, POW's.

We must break down these figures and bring them into focus. For example, the carriers committed one out of four coaches and half of all Pullmans to troop transport. They operated more than 2500 troop trains a month. In 17 of the months during 1942-45, the 30-day troop movement exceeded a million riders. As many as 100,000 traveled in a single day. . . .

I rode Pullman 7007 in a troop train from Sheppard Field, Texas, to Lowry Field, Colo., in September 1945, and I thought the car fun. The presence of the porter was sufficient authorization for the name PULLMAN on the car sides; sleep came easy in the third bunk up over a flat wheel; and during the day the open-windowed vehicle was a breezy railfan's delight. Of course, a transcon ride in the winter might have altered my opinion. . . .—David P. Morgan

From "In the Twilight of the Troop Train," September 1979 TRAINS

the side plate, and 11 galvanized-steel exhaust ventilators were installed on the roof with screened openings outside and adjustable shutters inside. The cars were heated by the Vapor Car Heating Co.'s system of steam heat having four pipe coils, one in each corner of the car. Four manual steam supply valves allowed control of the heat to the car.

At the heart of each kitchen car were two U.S. Army coal ranges connected in

tandem. Each had a back filled with water and was connected to a shared positive-exhaust smokejack. A canopy over the ranges had connections to two roof exhaust ventilators. The ranges were on one side of the car adjacent to the side door opening. A coal box was opposite the range and had a roof hatch for loading the coal. A metal bin was installed next to the range for wood. Adjacent to the range was a deep sink of

heavy galvanized steel having a center partition with wooden drain boards and a splash back. A single swing faucet delivered the hot and cold water supply. Across from the sinks was the cook's work table.

Across the car from the range was a utensil cupboard with sliding doors, and on the other side of the door opening was a refrigerator of counter height. It had two ice wells and a center food compartment. Next to the refrigerator was the cook's meat-cutting table. On the opposite side of the car, adjacent to the door opening, was a bread locker. Drawers were provided below the cook's work table and the meat-cutting table. Shelving was provided above the refrigerator and cook's work table, as well as below the meat-cutting table, cook's work table, and bread locker. Next to the bread locker toward the end of the car was a service table that could be folded against the side of the car. In one



TWO PHOTOS, CB&Q

CB&Q, which would purchase troop cars for post-war express use, provided the prototype photos of the first troop kitchen car, turned out October 9, 1943, at American Car & Foundry's Chicago plant.





ROBERT S. MCGONIGAL

Troop cars



OTTO P. DOBNICK

Postwar uses: Algoma Central 76 was a steam-generator car on the Canyon Train in June 1986 at Sault Ste. Marie, Ont. Alaska 10438 was in maintenance-of-way service at Wasilla in 1997, but had seen decades of use as a boxcar. Detroit & Mackinac 201, at Omer, Mich., with Alco RS2 466 in 1975, was one of D&M's several ex-troop sleeper cabooses; Bangor & Aroostook had them too.

corner was a crew shower with a pre-cast reinforced concrete base.

Similar to the troop sleepers, the kitchen cars were lighted by a battery system using replaceable Eveready dry-cell batteries that provided 6 volts for the fixtures. These batteries lasted approximately 6 months under normal lighting requirements. Twelve lighting fixtures were arranged on two circuits with snap switches, and one night-light fixture at each end of the car was operated by pull-chain switches.

In service, the kitchen cars were usually coupled near the center of a train to permit dispensing food from each end. Each car could furnish meals for 250 people. The cars were stocked with food and kitchen utensils by unit mess sergeants. Each unit utilizing the car provided its own cook and mess crew. Aside from the cooking utensils, all equipment was stationary. At mealtime, passengers were issued paper cups and plates. The entree was carried to the passengers in stock pots by two men, and a third man followed to serve it as the trio proceeded down the aisles. Coffee and dessert were served in a similar fashion. After the meal was served, a KP crew gathered up the debris, which was unloaded at the first opportunity.

According to the ACF bills-of-materials, the sides and ends of the first 400 kitchen cars were painted with Pullman standard green enamel paint. The roof, brake parts, and trucks were painted black. Lettering was medium yellow



J. DAVID INGLES COLLECTION

paint mixed with gold stencil paste. The sides and ends of the second 400 troop kitchen cars were painted with Pittsburgh Pullman standard synthetic green enamel. The roof, brake parts, and trucks were black. Lettering was Pittsburgh gold enamel paint. The Pullman troop sleepers were painted in the same manner as the troop kitchen cars.

There were also 40 hospital kitchen cars, Nos. 8731-8770, built by American Car & Foundry in its Chicago plant in February and March 1944. They were used in conjunction with the hospital ward cars converted at the same time in ACF's St. Charles (Mo.) plant. The hospital kitchen cars were essentially identical to the troop kitchen cars, except that 32-volt axle-generator equipment with storage batteries were used for lighting. These cars were painted in a similar manner, except the lettering appears to be white with red crosses.

After the war

In 1947, the U.S. War Assets Administration Office of General Disposal offered 2290 troop sleeping cars and troop kitchen cars for sale to the rail-

roads at a fraction of their original cost. The cars were considered suitable for conversion to head-end baggage and express cars for passenger-train service, especially the last group of sleepers, which lacked the side-door step wells that weakened the structure of the car.

As a result, hundreds of the old troop sleepers and kitchen cars soldiered on in various civilian services. At least two carriers employed them as cabooses, and dozens more utilized the veterans in express or mail service. Well into the 1960's, converted troop cars of both sleeper and kitchen origins could be found in the head-end consists of many secondary passenger trains, long after their original passengers had hung up their uniforms and turned in their weapons of war. **■**

**Model
Railroader**
MAGAZINE

For complete plan, elevation, and cross-section drawings of a troop sleeper, see the December 2001 issue of MODEL RAILROADER. MR's February 2002 issue will have drawings of a troop kitchen car.

Close call at Clevilas Tunnel

One night during the war, an operator's quick thinking prevented a catastrophe

By Ed King



WORLD WAR II PUT ALMOST unbelievable pressure on U.S. railroads. Nearly all of them had to cope with tremendous increases in traffic, yet because they

had just emerged from the Depression they were not really ready for the onslaught. Some were able to boost efficiency by purchasing new locomotives and cars, but war production restrictions often limited what was available.

There was almost no growth in track capacity—new rail wasn't available in significant quantities, so railroads had to live with existing physical plant. Some pushed capacity by installing Centralized Traffic Control in congested areas, but there wasn't enough to go around.

But what if you were a modest-size railroad, and most of your trackage lacked automatic block signals and was operated by timetable and train orders, and you suddenly became a key "war materiel" line because you terminated at one of America's busiest seaports?

The Virginian Railway was just such a carrier. Created to haul coal to tidewater, the Virginian extended from connections with the Chesapeake & Ohio and New York Central along the Kanawha River in West Virginia to the port of Norfolk, Va. It became a key alternate route for military shipments that could bypass the busy, parallel Norfolk & Western and C&O tidewater main lines.

Normally just a "conveyor belt" for coal bound for its Norfolk piers at Sewalls Point, the Virginian quickly found itself in the hotshot freight business, so it rolled up its sleeves and went to work. It had to do so, however, without what could be called high-speed freight power. Five 1912-vintage MC-class 2-8-2's had been modernized in 1938 with disc driving wheels for higher speeds, but the en-

gines were limited by 57-inch drivers. Rebuilding made these Mikes faster, but that's about all that could be said. Virginian's front-line passenger engines were six 69-inch-drivered class PA heavy Pacifics numbered 210-215 bought in 1920, and these 4-6-2's often ran in fast-freight service. (The Lima 2-6-6-6's and 2-8-4's that really could have eased Virginian's wartime problem would not arrive until 1945 and 1946, respectively.)

The Virginian line east of Roanoke, Va., through the division point of Victoria to Norfolk, was known as a "black satchel," or "black hole"—a railroad without automatic block signals. It would remain that way until after the 1959 merger with rival N&W. Eastward from JK Tower at the east end of Roanoke Yard, the next interlocking or automatic signal encountered was far beyond Victoria, at the Jarrett interlocking where VGN crossed the Atlantic Coast Line. The only signals in between were train-order signals at the telegraph offices. Crews running between Roanoke and Victoria relied on the written gospels of the timetable and the Form 19 train order, and if they were following another train closely, the gospel of Rule 99—the flagging rule.

With the huge surge in wartime traffic, it was vital that train crews, tower and depot operators, train dispatchers, yard personnel, and maintenance-of-way workers all knew the operating rules by heart. Ignorance of the rules and how they should be applied could bring terrible—even fatal—consequences.

Drama east of Roanoke

Let's look at the Virginian just east of Roanoke. As a train departs eastbound, it winds down the then-lonesome Roanoke River on a virtually level grade, past the station and siding at Goodview,

PHOTO ILLUSTRATION: COLBY WALLER. ORIGINAL PHOTO: AUGUST A. THIEME JR.





Va., 16 miles out. Goodview is a train-order office and its depot is at the west end of the passing siding. Less than a half-mile east of the east switch is 989-foot Clevilas Tunnel, where the grade starts to descend eastward past Moneta, a non-train-order station with no one on duty at night, and then the siding at Stone Mountain, 10 miles east of Goodview. This curvy line was never intended to be a fast railroad, but wartime urgency and the big Pacifics sometimes made it so. When used on hotshot freights, the 4-6-2's fit nicely into that category of locomotive referred to by railroaders affectionately but irreverently as a "boxcar-haulin' son of a b----!"

One night during the war, night trick dispatcher Henry Gatlin is putting out Form 19 train order No. 18 over the telephone from his office at Victoria. The recipients are the head brakeman of a west-bound train of empty hoppers pulled by one of Virginian's 700-series 2-8-8-2 Mallets and located in the siding at Stone Mountain, and the Goodview night operator, an experienced railroader named Clyde Weatherly. Crews have been instructed that when they put their trains in the clear in a siding to meet or be passed by another train, they are to get to the telephone and report to the dispatcher. Having complied, the young brakeman of the empty train now struggles with copying order 18.

Gatlin has an eastbound hotshot about ready to leave Roanoke with doubleheaded 4-6-2's and a train of what are termed "projectiles" required ASAP for a Europe-bound ship at Norfolk. Gatlin has even given it an order suspending yard limits at three locations, so the hotshot, running as an extra train, won't have to proceed at yard speed. Anyone working within yard limits at those three points holds a copy of the order and knows the doubleheaded 200's will be coming like hell, and to stay out of the way. Normally, only first-class trains are authorized for track speed through yard limits, and Virginian's only first-class trains are its passenger trains.

But the eastbound train of "projectiles" (in those days, no distinction was made among bombs, rockets, artillery shells, or torpedoes) has been delayed at Roanoke or west of there, and Gatlin wants to advance the empty hoppers from Stone Mountain to Goodview. The hoppers aren't very important, but the crew and its locomotive are: they're needed in Roanoke to be rested and serviced, respectively, to come back east. So order 18 provides that the 700 can leave Stone Mountain and head into the siding at Goodview. The body of the order specifies that the east-bound is being restricted at the point where he is receiving the order—in other words, the train of "projectiles" is getting

PHOTO ILLUSTRATION: COLBY WALLER. ORIGINAL PHOTO: WILLIAM E. WARDEN JR.

the order at Goodview specifying that he is meeting a train there.

Nuances of train-orders

Under these circumstances, Weatherly would hold his order board red for the eastbound, and give a "steady" or an easy stop sign with his lantern when the Pacifics come into view, to let the engineers know what the situation is so they can slow down. Weatherly would hoop up order 18 to both engines and the caboose when they pass. Restricting a train at the point where the order is delivered is always risky, and dispatchers try to avoid it, but in the hands of railroaders who know their stuff it's not unsafe. (If Goodview's depot was at the east end of the siding instead of the west end, this particular move would not be possible.) Gatlin is a good dispatcher with lots of experience—he knows what he can do and what he shouldn't try to do.

But Weatherly isn't sure the brakeman is getting order 18 right—he's a new man trying to copy a train order in a telephone box with only his lantern for illumination—and as Gatlin turns away from it after giving the Superintendent's initials at the bottom in order to take the eastbound's OS (report of his departure) from JK Tower, Weatherly hears the phone at Stone Mountain being hung up. Order 18 hasn't been made complete—Gatlin has not given the brakeman or Weatherly a time to write in the appropriate space in the bottom of the order form. According to the rulebook, after all parties receiving the order repeat it correctly, only *then* can the dispatcher issue a "complete" time. Without a complete time, order 18 should be treated as though it had never been transmitted. But Weatherly isn't certain the new brakeman understands this nuance of train-order handling, and also isn't certain the westbound crew will notice there is no time in the "complete" space.

The dispatcher's phone goes quiet. Gatlin evidently is waiting to see how things play out before completing 18, so Weatherly strolls outside to have a listen in the still, dark night—and he thinks he hears the westbound leaving Stone Mountain. He climbs up on top of a boxcar in the house track to hear better down the river and, sure enough, he can hear the Mallet working up the hill out of the siding toward Moneta. And he focuses on the other direction—up the river—and he can hear the two Pacifics getting a roll on their war materiel. Virginian freight engineers really like to run the 200's fast, and if there

was ever an excuse to do so, it's a doubleheaded train of "projectiles" needed for a waiting ship.

Weatherly streaks down off the boxcar and gets on the dispatcher's phone:

"Henry, what do you want me to do with this eastbound and this order number 18?" Gatlin: "I never completed that order. Clear up your board [train order signal] and let him come on." Weatherly: "Henry, that westbound's coming over here!" Gatlin: "If he does, it's his mule."

Weatherly thinks to himself, "Well, I don't see it that way." He runs out the door and this time doesn't have to climb the boxcar to hear the two trains coming closer. He runs back into the office and grabs his kerosene lantern, jabs a newspaper in the stove to light it, and hears the dispatcher's phone ring-

The lead engineer
acknowledged his
washout signal and
went by with fire
flying off every wheel.

ing off the wall—Gatlin is holding his Goodview ringer button down, there in his office in Victoria. Weatherly later said: "I didn't have time for any damn dispatchers then. I was going to have to do the best I could with what I had, and if they fired me for it, so be it."

A frantic stop

Weatherly leaves his eastbound order board red and runs west down the track past the west siding switch, stumbling over brickbats and ballast. He's running out of breath, too, when he sees the eastbound pop around the curve about a half mile west, coming hard. He keeps running and waves the lantern in a wild stop signal; he hears the two toots as the engineer acknowledges his "washout" signal and then goes by "with fire flying off every wheel. I don't think there was a wheel turning on the whole damn train."

The two 4-6-2's are considerably east of the depot when they stop, and Clyde meets the head brakeman walking back along the boxcars at almost as leisurely a pace as Clyde walks up. The hurry is over, but the rich odor of hot brakeshoes and wheels lingers in the night. They

meet at the depot, and the brakeman says, with no little heat, "What the hell did you stop us for?"

Weatherly says, "If I hadn't stopped you, that westbound would have stopped you in that tunnel down there."

Weatherly clears his order board, and after a short discourse on the ancestry of dispatchers, the brakeman returns to the engines; the lead engine's engineer pumps the brakes off and proceeds down the main to the east end, where the Mallet is pulling the hoppers into the siding. There's no record of it, but there's little doubt that when the engines passed each other there was some warm discussion about why the Mallet was at Goodview and not waiting at Stone Mountain. Warm discussion? You could probably have fried your breakfast on it.

The hopper train's caboose clears into the siding, and the hotshot departs. The westbound's crew stops their 2-8-8-2 opposite the depot, where Weatherly is in his chair trying to calm down. They come over to the platform and wonder aloud about the situation. They finally figure out that order 18 hadn't been completed—the two Pacifics coming down the main track should have been a good clue—yet they'd acted as though the order had been completed. If there is going to be soup, they're in it up to their necks.

So one of them says, "Well, we'd better go in there and see what that operator has to say." The three of them troop into the office. Weatherly looks up and says, "I don't know nuthin' about nuthin'!" The westbound's engineer says, "That's good enough for me." They walk out, climb up on the 2-8-8-2, and depart for Roanoke.

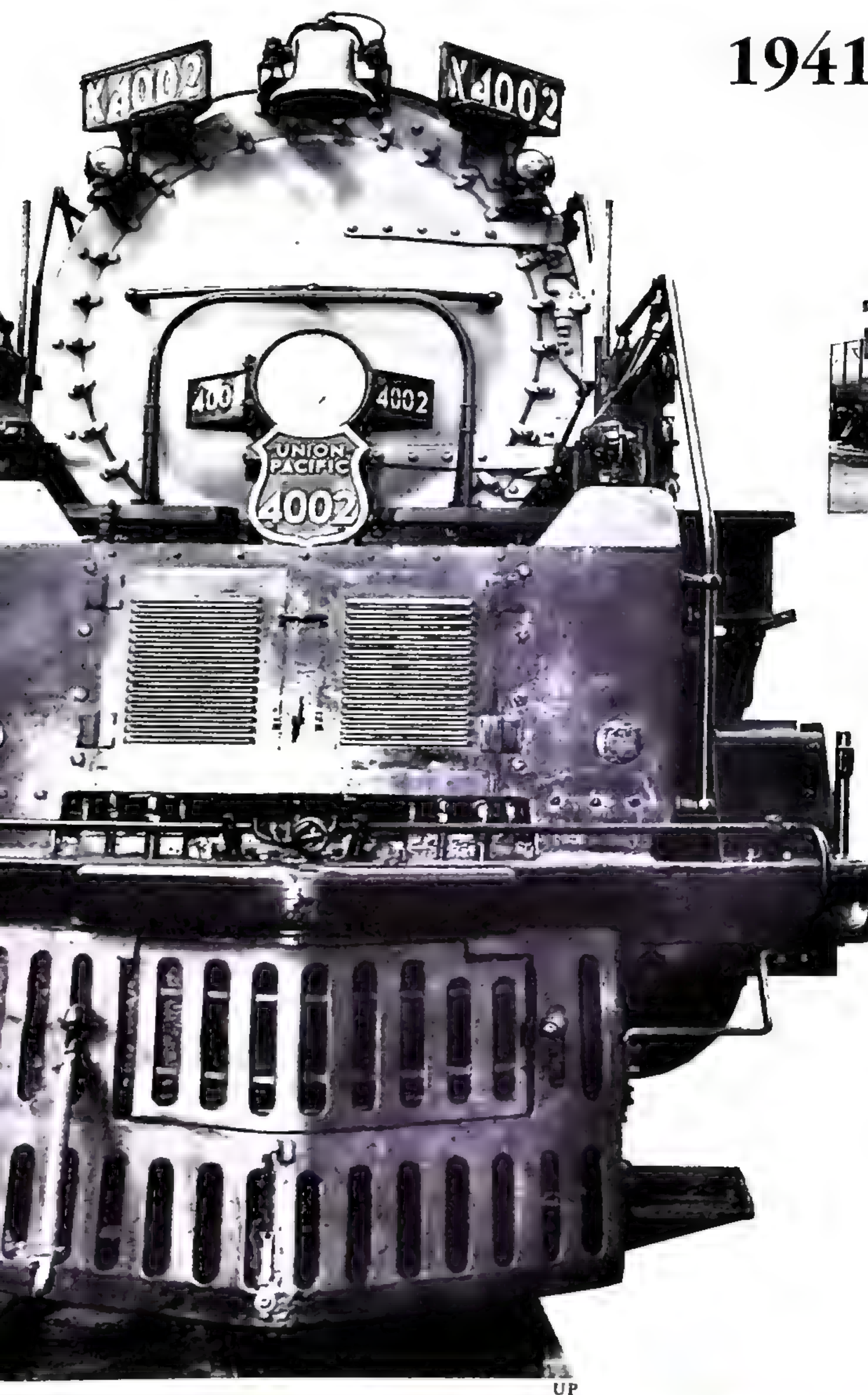
What might have been

Nothing was ever said about the incident. Evidently the times of the two trains were juggled a little bit—enough to cover for the meet—and the eastbound's delay was chalked up to mechanical trouble. Nobody ever talked about it. It could have been a disaster, though, if those fast Pacifics had met that Mallet head-on in Clevilas Tunnel.

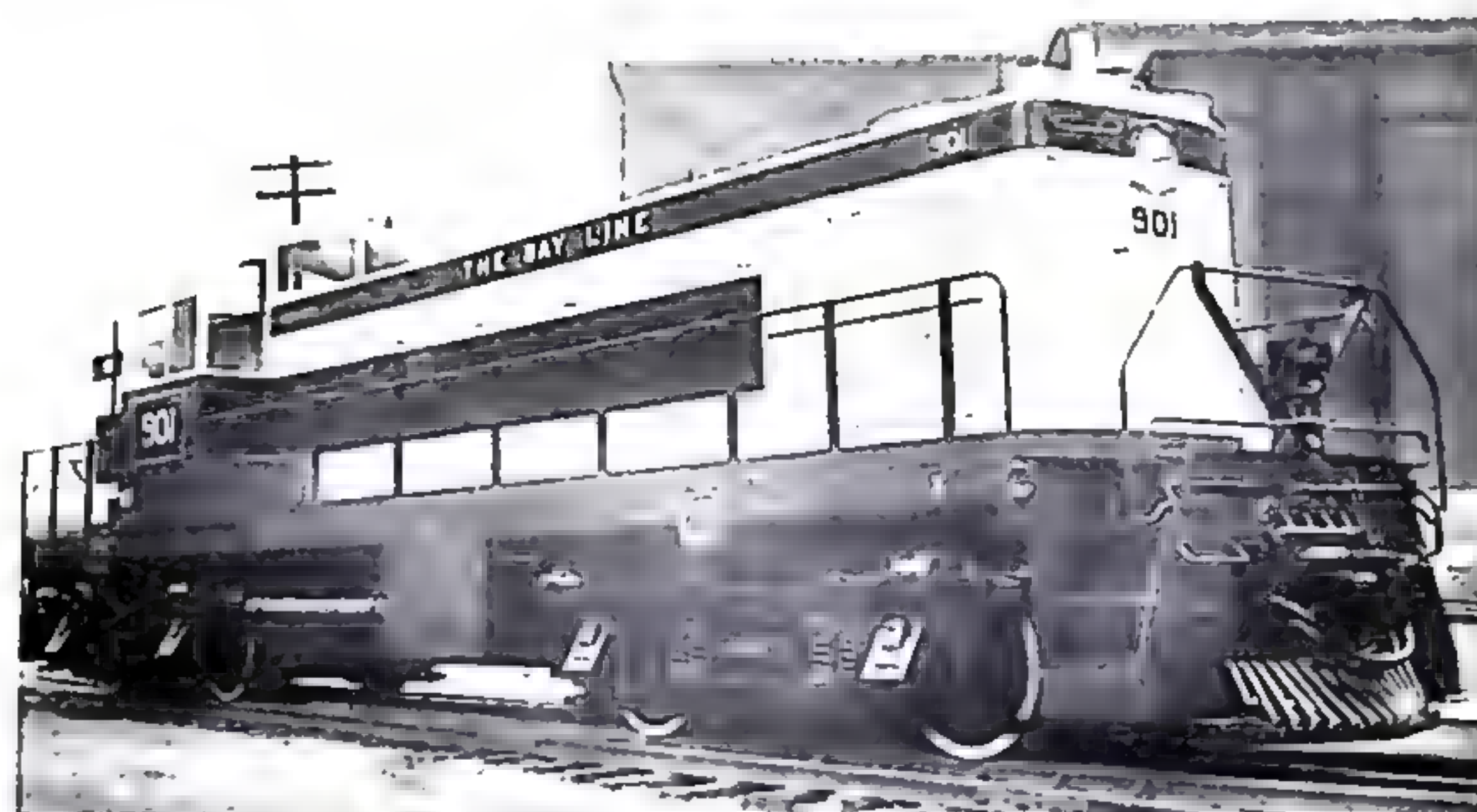
Reflecting on the Virginian and all its wartime traffic and its lack of automatic block signals and other sophisticated jewelry for running trains, Weatherly said, "It was an awful dark hole we had out there. It's a wonder that we didn't have a *lot* of trouble."

It's no wonder, Clyde. You said it yourself. You just had a bunch of good railroaders out there, doing the best they could with what they had. ■

1941: Motive-power milestones



UP



GE

BIG STEPS FOR STEAM AND DIESEL: Several significant locomotive types debut in 1941. From Alco comes the first of UP's 25 4-8-4 "Big Boys" (left), largest engines in the world. Norfolk & Western's Roanoke (Va.) Shops outshops the first of eventually 14 class J 4-8-4 streamlined passenger jobs, and Lima delivers to Chesapeake & Ohio the first of 60 2-6-6-6 Allegheny types. Among diesel-electrics, EMD, following the successful tour of its 5400 h.p. FT of 1939, delivers the first revenue sets to Santa Fe (below); it would get 320 of 1096 FT's built. Alco-GE delivers 13 of the first "road-switchers," 1000 h.p. units (later called RS1's), to Rock Island, Atlanta & St. Andrews Bay (above), Milwaukee, Susquehanna, and U.S. Steel's TC&I. The Army would requisition all 13, but the model would return in 1943 and rank tops in longevity, selling 567 units into 1960.

TROUBLE ABROAD, BOOM TIMES AT HOME: As war sweeps Europe, U.S. defense production soars, causing a surge of traffic for an industry accustomed to a decade of Depression. The railroads, remembering their dismal performance during World War I, flood suppliers with orders totalling \$1.4 billion—a 50 percent increase over 1940 and 126 percent above the average for the preceding 10 years. Freight cars and locomotives, especially, fly out the builders' doors. Limited by government controls, passenger-car production is up, but not enough, it's feared, to meet demand should rubber and gas be rationed.



ARTWORK BY ALLEN J. BREWSTER

By Robert S. McGonigal



DANA GOODWIN

THEY TRIED: Famous for fan trips which saw its Lilliputian equipment festooned with railfans, Maine 2-footer Bridgton & Harrison runs its last train on September 12. The 16-mile pike throws in the towel after a plan by a group of enthusiasts to assume ownership of the line falls through.

DYNAMIC DUO: On February 6, the Chicago North Shore & Milwaukee kicks off a three-day celebration to introduce its twin articulated, high-speed trainsets to the public. Colorful, dependable, and comfortable, the *Electroliners* would go down in history as the finest interurban equipment ever built.



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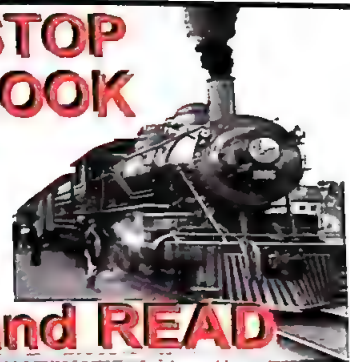


E. A. RUST PHOTO; WILLIAM F. HERMANN COLLECTION

COACH TRAINS ON AND OFF: Courting budget-minded travelers who seek luxury, Pennsy launches the all-coach New York-St. Louis *Jeffersonian*. . . . Jersey Central's Jersey City-Atlantic City *Blue Comet*, which pioneered the deluxe-coach-train concept in 1929, makes its last run September 27.

BUMPED FROM THE FRONT PAGE: New York Central re-equips its *Empire State Express* with new streamlined equipment. But news coverage of the upgraded New York-Chicago flyer, seen at Erie, Pa., on its inaugural westbound trip, is minimal, owing to the date of its debut: Sunday, December 7.

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On SP's narrow gauge, 1949 became the 1880's

IN JUNE 1949, my friend Bob Wagner and I decided to head from our Los Angeles-area homes for the Owens Valley in eastern central California to see, and hopefully ride, Southern Pacific's former Carson & Colorado narrow gauge, which still operated with steam power 70 miles between Keeler and Laws.

We got a late start in the evening and stopped to eat in Mojave, then continued north to Olancho, where we turned northeast on a dark secondary paved road. There was no other traffic, and the only thing we could see was a single light way off in the distance. Eventually we reached the road that would lead us to Keeler, and in due time we arrived at the southern terminus of the narrow gauge.

Our arrival started every dog in town barking, and we discovered that the solitary light we had been seeing ever since we left Olancho was right where the engines were parked—a perfect beacon to guide us to our destination. It was a hot night in Keeler, so we opened all four doors of Bob's sedan. Bob stretched out as best he could on

the back seat, and I did the same on the front seat.

The next thing we knew, it was daylight, and the train and engine crew, as well as the section gang, were getting ready for their day's work. We introduced ourselves to the train crew and asked about riding. Fortunately, the train was going all the way to Laws that day. The conductor asked if we had any food, and when we replied in the negative, he told us to go down the road about three houses and knock on the back window and wake up the occupant, who ran the general store in the front of the building, and ask him to sell us some grub.

We did, and he did, and when we returned to the train with our grubstake, the conductor told us we could keep our perishable food in the icebox in car 401, the combine that served as a caboose. Since it was going to be a hot day, the conductor suggested we ride the engine as far as Owenyo, before it became too hot. Engine 18 was our power that day. It and the line's other two engines, 8 and 9, were all Baldwin Ten-Wheelers.

After the crew had made up the train, we were soon on our way north with an assortment of diminutive freight cars and the combine. As we rolled along at a leisurely pace, the engineer and fireman would point out items of interest. To our right loomed the Inyo Mountains. To our left was the flat width of Owens Valley, then the low and interesting Alabama Hills (where many Western movies were filmed), and beyond were the high peaks of the Sierra Nevada range, one of which was Mount Whitney, highest peak in the 48 states. All the higher peaks were snow-covered. It was certainly a magnificent sight, with a cloudless blue sky above.

The C&C was built along the eastern side of Owens Valley, while the highway, which came later, and all the towns, were on the western side. So we were a lonely little train in a big and lonely valley. For the most part, the track was straight. Every so often, we'd come to a spur track where cars might

On a 1949 visit, two young railfans from L.A. found the SP narrow-gauge yard at Keeler, Calif., to be filled with the flavor of railroad days long gone.



CHARD WALKER

be set out or picked up. Mining products were about the only business the railroad handled on its southern end, but farther north, livestock was shipped in season. All commodities were transferred to standard-gauge cars at Owenyo.

Upon arrival at Owenyo, we thanked the engine crew for the great ride in their cab, and looked around this very interesting place, including the interior of the depot. Outside, we watched our engine switching cars and noted the transfer trestle, where narrow-gauge cars could be pushed up above a standard-gauge track so that bottom-dump narrow-gauge cars' loads could be unloaded directly into standard-gauge open-top cars.

Someone told us that it took the contents of three narrow-gauge cars to fill one standard-gauge car. The track layout at Owenyo ran north-south. All narrow-gauge tracks were on the east side of the yard, and all standard-gauge tracks were on the west side. There was no three-rail dual-gauge trackage.

Upon completion of their work at Owenyo, the train crew and Bob and I boarded combine 401, the engineer whistled off, and we were once again on our way north.

Slowly the miles slid by, and after a while we arrived at Aberdeen, where there was a water tank and a windmill. The conductor announced this would be our meal stop, so Bob and I took our lunch from the icebox, and sat down under the water tank, where it was cool from water dripping from the tank. It was like being inside a giant swamp cooler as we ate our lunch.

Since the crew was going to take an hour for lunch, Bob and I, after eating, climbed up on the boxcar ahead of the combine and walked forward from car to car along the roofwalks on the boxcars. This was an experience in itself!

Following lunch, our train continued north, mile after mile, occasionally stopping at a spur to do some switching. Gradually, the bleak desert terrain gave way to agricultural land, which for us was a welcome change.

Eventually we arrived at Laws, and we helped the crew turn No. 18 on the armstrong gallows-type turntable. The engine crew took water after a lot of

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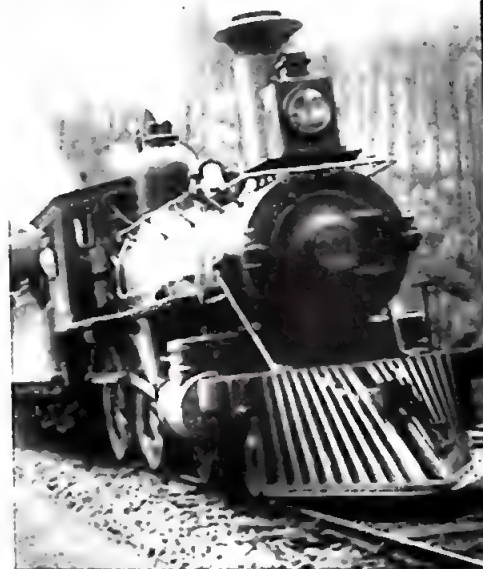


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The Way It Was

switching moves had been completed. The crew and Bob and I then ate dinner at a local beanery, after which it was time to head back to Keeler. Since it was very hot, the conductor suggested Bob and I wait until the sun had set, then climb up on the roof of the combine and enjoy a nice cool ride through the evening.

So that's what we did, and it turned out to be the greatest part of our ride. As on the northbound trip, we stopped to do some switching from time to time. The most memorable of these stops was at Kearsarge, where the long-closed depot stood silently in the light of the moon, which had risen

from behind the Inyo Mountains. During the switching moves, the engineer would sometimes blow 18's whistle, and its echo would come floating back from the mountains several seconds later, which made the hair on our necks stand up and gave us goosebumps. What an experience! If only we had had some way to record this sight and sound!

We saw and heard some of this magic again at Owenyo. And after we left, we could look back and see the light in the train-order semaphore for miles and miles.

All too soon we arrived back in Keeler, just before the train crew would



GEORGE W. GERHART

Water-plug prankster

ON A FINE MAY 14, 1952, at the Reading Company's Lebanon Valley Junction in Reading, Pa., a T-1 4-8-4 heading a Philadelphia-Williamsport freight simmers as its big tender is filled with water. In the opposite direction comes an A-B set of FT's on a Williamsport-Philly train, its fireman and head brakeman leaning out of the cab. Writes photographer Gerhart: "The T-1 fireman is in position making ready to splash water on the passing diesel crew. He did, too!"

"die on the law," which back then was 16 hours. They had gone on duty at 6 a.m., and would reach the maximum hours of service at 10 p.m.

It was just another day for the friendly crew, but for Bob and me, it had been like going through a time warp back into the 1880's. For two young railfans, it was truly a trip of a lifetime!
—Chard Walker

The Rock and Little Rock

WHEN I READ Rev. Richard Anderson's account in the Summer 2000 CLASSIC TRAINS [pages 93-95] of his travels on the Rock Island, I was filled with nostalgia. His description of boarding the woebegone *Cherokee* at 2:45 a.m. at Little Rock got me thinking back to my own experiences with the Rock Island in the Arkansas capital during World War II.

I was stationed at Camp Joseph T. Robinson, an Army infantry replacement training facility just north of Little Rock. Discovering that I knew something about railroads, the Army assigned me to the Troop Movements office there. It was late in the war, and Robinson was training infantry replacement troops, in cycles. Every few weeks a new group of trainees, usually around 2000 men, were graduated and sent to a West Coast port of embarkation. Before they were required to report, each was allowed a brief leave to visit home.

To accomplish this, each departing trainee was given transportation over the route that went closest to his home, and this is where I came in. Because I knew the *Official Guide* backwards and forwards and many schedules by heart, I was given the job of determining the best routing for each of these 2000 trainees. After I had determined that, the rest of the office staff arranged the transportation.

Because most of our trainees were from the upper Midwest, from Indiana to the Dakotas, the departing group was sent first to Kansas City or St. Louis on troop trains. At those cities, each connecting railroad had to be alerted to the approximate number of

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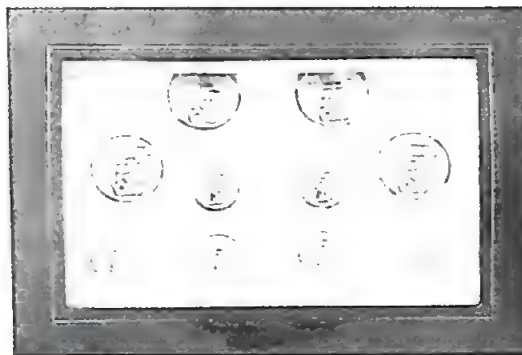
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The Way It Was

men who would descend on their trains that day.

Since Missouri Pacific had mainline service from Little Rock directly to both St. Louis and Kansas City, it was logical to expect the troop movements to go out on the "Mop," and MP also did the switching for the Camp's yard. But our relationship with the Mop was not entirely happy; cooperation seemed spotty, and service sometimes was less than desired. Cars were in short supply because of the war, but the Mop seemed to supply dirty or shabby cars, these for kids who were about to go overseas to protect us. I remember going through one particularly ancient coach with old-style walkover seats; one seat was missing its cushion, so a 2x12 board had been substituted.

Our officers (I was just a private) had found the Rock Island to be much friendlier and more anxious to please. Its line from Memphis to Oklahoma City and Tucumcari was busy, with a lot of passenger traffic. There was no *Cherokee*; the same schedule was handled by Nos. 111 and 112, the *Memphis Californian*, a first-class train with a diner and through sleeper to Los Angeles on Southern Pacific's economy train, the *Californian*. The premier RI train on the line was the *Choctaw Rocket*, a diesel streamliner with a sleeper and a parlor-diner-observation car that ran between Memphis and Amarillo. There was also a day train linking Memphis, Little Rock, and Hot Springs, a motor car that made all local stops between Memphis and Little Rock, and a connecting local from Little Rock south to Winnfield, La.

Yes, this was lots of activity, but it was east-west and our kids had to go north. Yet the Rock Island did it. Our St. Louis troop trains were sent to Memphis on the Rock and given to the Illinois Central to move to St. Louis; our Kansas City trains went west to Howe, Ark., from where Kansas City Southern quickly forwarded them north. Service and running times were good, and Rock Island scouted all over for good, clean equipment. I remember being impressed once when the train included several deluxe coaches from C&O's *George Washington*.

This willingness to please left me

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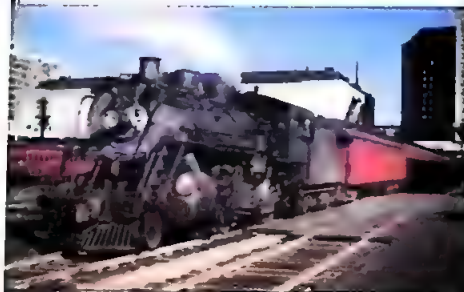
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with a friendly feeling toward the Rock Island. After the war I rode the *Golden State* out to Arizona, and years later I rode the *Rocky Mountain Rocket* east from Denver. But of the Rock Island, I remember most its performance out of Little Rock. —Cornelius W. Hauck

The gift

I HAVE ALWAYS been fascinated with trains. My kindergarten teacher, Mrs. Bannister, a grandmotherly woman wiry and wise, once told my mother that most little children go through a phase when they are interested in trains or ships or trucks, "but with Curtis, trains are a *hobby*." Had my 5-year-old vocabulary included the word "hobby," I could have told them that. Obviously Mrs. Bannister had noticed that every Friday I brought to school another piece of my American Flyer

trainset for "show and tell." Every holiday season I looked forward to receiving another car or accessory to add to my S-gauge empire. What I *really* hoped for, of course, was a second locomotive, so I could run two trains instead of one, but such a gift was never forthcoming.

No one could account for my love of trains. My mom ascribed it to pre-natal influence. When my parents were first married, they lived along the New York & Long Branch in Red Bank, N.J., while my dad, an Army draftee, spent the Korean War at Fort Monmouth. When I was born, we lived in Vestal, N.Y., literally across the street from the Erie main line. We never lived out of earshot of a railroad. I grew up in Wayne, a northern New Jersey farm town that was reluctantly changing into a suburb, and I would awaken on cool dawns to the distant horns of Lackawanna Alco road-switchers sounding

for bridges on the Passaic River, four or five miles away. What such mornings must have sounded like when those were steam locomotives! I was born a few years too late to know.

The Lackawanna was my hometown railroad. Of course I knew of the *Phoebe Snow*, but I was most familiar with the Boonton Line locals. On family outings to New York we often rode these trains, with their quaint open-vestibule coaches. The local railfans referred to those coaches as "Wyatt Earp cars," for their fancied resemblance to the antique rolling stock seen in TV Westerns. I remember their walkover rattan seats, the colorful car-card ads, and the lethargic ceiling fans that seemed barely capable of stirring the flies on muggy summer afternoons. Trips to Manhattan culminated in a ferry ride across the Hudson River from Hoboken, but I always preferred when we paid the extra fare and rode the Hudson Tubes

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The Way It Was



J. A. McLELLAN

(now PATH) into the city. After all, that was a train, not a boat.

While I was intimately acquainted with the Lackawanna, the railroad I admired from afar was the Pennsylvania. Generally I got only glimpses of the Pennsy's yards and main line during trips on the DL&W, or on drives to Long Island to visit relatives, but even as a child I could tell this was not a railroad of pokey locals and antique coaches, rather of long freights and fancy passenger trains that went to unimaginably distant places such as Washington, St. Louis, and Chicago. I

Framed by the darkness of the trainshed, a GG1 rumbles off the Passaic River drawbridge and into Newark's Penn Station with a train from New York.

was already aware of Pennsy's distinctive sleek electric locomotives and their alpha-numeric designation, "GG1," when I received my first copy of TRAINS Magazine, the March 1964 issue, whose cover story promised "17 pages on America's most famous electric!" This article confirmed the GG1 as my locomotive of choice, and on those auto trips to Long Island I eagerly anticipated our crossings of the Jersey

Meadows in the hope of glimpsing one of the great motors. "G"-sightings brightened many a tedious visit with some insufferable cousin.

For each of several years, December would bring an eagerly anticipated opportunity for close inspection of the PRR. We would drive our family dentist and his wife to Penn Station in Newark to see them off on their annual winter pilgrimage to Florida. Mrs. Green was scared to fly, especially in those new DC-8's and 707's, so there was nothing for Dr. Green to do but take his wife to the sunny South by rail.

On the most memorable of these occasions, my mom was left to bid adieu to the parting Greens while Dad trotted me down the platform to where he anticipated the locomotive would stop when the Florida train pulled in. Peering down the length of the drafty trainshed, I could see through the portal to the east that the swirling snow had graced signals, catenary, and the trusswork of the Passaic River drawbridges with a festive decorative look befitting the holiday season. After what seemed an interminable wait, the snow was set aglow by a headlight, and moments later a GG1 leading a train of silver cars rumbled to a stop before us. I was all agog. Up close, a GG1 looked more brawny than sleek. And wasn't an electric locomotive supposed to be silent? Even at rest, this one roared with the sounds of blowers, compressors, and transformer hum. The whole affair smelled like a thunderstorm.

While Dad and I were inspecting the big engine, the fireman, clad in overalls, descended from the cab into our midst. He had me sized up faster than had old Mrs. Bannister. With a genial smile he nodded toward his engine and casually asked, "How'd you like to have one of *these* under your Christmas tree?"

How would I like to have . . . Was he serious? Was he talking to me? It was fantastic beyond imagining! A GG1? You bet I'd like it!

My heart rang with these thoughts, but speech stuck in my throat. I couldn't say a word. I just stared in slack-jawed, stupefied wonder.

Sensing his holiday mission here was complete, the fireman bade my

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The Way It Was

dad and me a good Yule and ascended back to his post. In a moment, the fireman, my gift engine, and the dentist and his wife were all lost in a wild flurry of snow and excited musings.

For the entire 20-mile drive home through snowy New Jersey towns, I remained quietly transfixed by that fireman's proffered gift. A GG1 under my Christmas tree . . .

The only thing that perturbed my innocent but practical child-thought on the matter was not so much that our family was Jewish and thus had no Christmas tree, but rather . . . how would I have gotten the darn thing home?
—Curtis L. Katz

Unexpected treasure

I THINK I WAS about 14 or 15 when the word got out that I liked trains. It was not a secret, you understand, but unless I seriously misjudged him, I don't think my father ever admitted to anyone, "Yes, I have a son. He likes trains."

About once a month, when he would come home from work, he'd rummage through his briefcase and hand me a train photo that someone had given him to give to me. It was always a lovely gesture from an unknown (to me) co-worker, and I mean no disrespect when I say that such gifts were always pretty much worthless to me.

They were blurry, out-of-focus, crooked, underexposed, shot in the shade, way in the background, or had someone standing in front waving, and almost always they were unidentified and/or unidentifiable. Other boys had Playboy magazines hidden in their closets; I had a shoebox full of hand-me-down train photos with obscure notes on the back of them ranging from "Aunt Martha visits Niles, Mich." to "Somewhere west of Pennsylvania."

You could not say no to someone else's good intentions, of course. Father thanked everyone who was thoughtful enough to think of his son, and in turn, he carefully explained to me about the kindness of people who thought I might enjoy some of these misguided Kodak moments. It would be a lesson I would remember.

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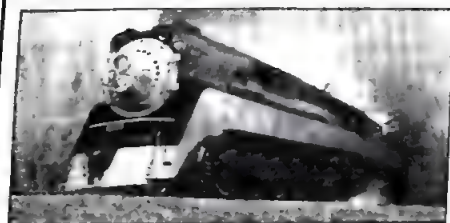
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The Way It Was



DAVID LUSTIG COLLECTION

It was also a lesson about "everything comes to those who wait." Not that I was waiting, but as my little photo collection grew, my father would come home, smile, and say, "I've got another one."

Yet life has a way of biting those who are too smug firmly on the butt, and I, with all the lack of wisdom a teenager could muster, definitely was that. "Here's another one," I remember my father saying one evening, explaining that the gentleman who gave him the photo said he found it in an old scrapbook was about to throw away. "Great," I replied, faking sincerity to the best of my ability.

Opening the envelope, I was speechless, rare for me even then. The photo was in focus, properly exposed, taken from the sunny side, and an action shot! Not just any action shot, either. Even at my tender, young, know-it-all teen age, I realized what this was—a Santa Fe center-cab Baldwin diesel locomotive, on Cajon Pass, performing the assignment for which it was bought but which it only briefly held. Purchased for pusher duty, it was soon relegated to transfer runs in Los Angeles. I had never seen a shot of one on Cajon before, and I've never seen one since. And someone almost threw it away, but at the last minute thought of me.

Whoever you are, wherever you are, thank you. Not just the person who

Rare find: Working in Cajon helper service, Santa Fe Baldwin center-cab 2600 heads west at Summit.

gave me what to this day remains a rare picture, but to everyone who ever thought enough of my father's son to take a moment to pass along a piece of their life, no matter how brief and out-of-focus. I still have the shoebox stored in the garage. Every few years I run across it and thumb through its contents. And every time I do, I always ask the same question: Who was Aunt Martha and what was she doing in Niles, Mich.?
—David Lustig

The electric Shay

HARD BY THE CAMPUS of the 1950's-era University of Tennessee lay the modest Knoxville terminal of the storied Smoky Mountain Railroad. Several postwar railfan students, including me, found this struggling pike with its trio of pint-sized locomotives intriguing, just as Lucius Beebe and Charles Clegg had earlier in *Mixed Train Daily*.

Several employees were familiar with Smoky Mountain 110, the tiny Pacific rescued from the nearby Little River Lumber Co. of Townsend, Tenn. They had run her in the Smokies hauling logs and lumber from the gathering sites at Elkmont, Tremont, and West Prong to the band mill and on to a

Southern Railway connection at Wal-land, Tenn. In the course of our growing acquaintance with the Smoky Mountain, engineer Jack Foster advised us of another active Little River locomotive, a Shay, sequestered at a marble quarry in the nearby Quaker community of Friendsville.

On the first available Saturday we were off to find the Shay, soon located at the John J. Craig Co., and thankfully in operation that day. No. 2147, a three-truck 70-tonner, carried her Lima builder's number as a road number through five owners beginning in 1909 for Babcock Land & Lumber Co. After its sale to Little River Lumber in 1935, she was used in some of the very last logging before the vast Little River holdings were conveyed to the Great Smoky Mountain National Park.

In 1939, as part of the liquidation process for the lumber company, 2147 was sold to the nearby marble outfit, where she labored in obscurity on 3 miles of industrial trackage. Thanks to minimum track maintenance and several extreme grades within the plant, plus flora and fauna that encroached under, beside, and over her head, the change from lumber line right-of-way to Craig was minimal. It was this flora and fauna that led to our undoing.

One of our first steps after introducing ourselves to the two-man crew was to apply chalk to the grimy numberplate so its raised lettering would stand out. There was little hint of paint on the old girl, with only fading evidence of a previous lettering job. No. 2147 was generally in the buff, clad in her own scale, condensate, and soot. But she was a living machine with all the motions, sounds, and actions of a woods engine.

Several Saturdays later, we arrived in a driving rain to find our friendly crew hard at work. Having already photographed 2147 as she normally appeared, we asked the crew to put up the homemade spark arrestor which we had previously observed was hinged down. Obliging, they did so despite the weather redundancy of such a device. To escape the rain, I climbed up with the engineer while the other man, acting as brakeman-conductor-fireman, rode a flatcar loaded with marble



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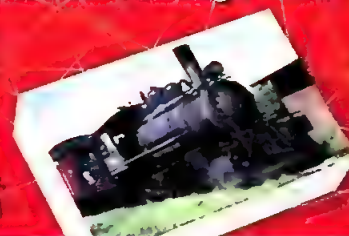
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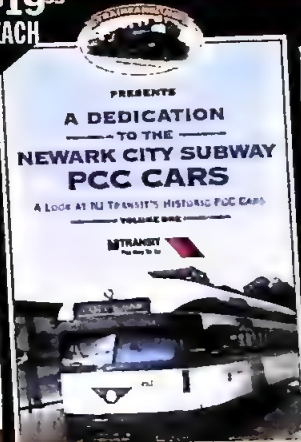
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The Way to...



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Backwoods Shay 2147's stack-top addition may
have caused more sparks than it arrested.

blocks up a steep grade to an unload-
ing site. The old girl was enveloped in
a cloud of steam as she thunderously
shoved ahead up a 5 or 6 percent
grade. I was standing on the deck, fas-
cinated by the atmosphere, sight, and
sounds while my soggy companions
were observing the show nearby.

All at once, a series of blue flashes
shot through the steam cloud, and
sharp cracks sounded as the spark ar-
restor collided with a low-slung 220-
volt power line. Fortunately, our mo-
mentum carried us beyond and the
lines did not fall. A thoroughly shaken
engineer quickly removed the spark ar-
restor as I beat a hasty retreat to join
my awestruck companions. Needless
to say, there were no more cab rides
and the spark arrestor was apparently
retired at that very moment.

The 2147 steamed for another year
before a 44-ton GE diesel curtailed her
operation. She journeyed to the ill-
fated Graham County Bear Creek Junc-
tion tourist operation across the moun-
tain near Robbinsville, N.C., and then
was rescued and returned as a display
at Townsend, Tenn., right back at her
old Little River Lumber Co. home. But
in all her travels she never received a
charge like the one courtesy of the Ten-
nessee Valley Authority and some er-
rant railfans.

—C. K. Marsh Jr. **I**

Danger Lights in danger no more

AS THE LETTERS in this issue's "Fast Mail" section [page 10] indicate, we got quite a reaction to Les Hammer's article on the making of the movie *Danger Lights* ["Thrills and Chills on the Milwaukee Road," pages 32-39, Fall]. Perhaps most gratifying was this one from John M. Cassidy, a senior film timer with Film Technology Co., Inc.:

"Les Hammer's article detailing the background and production of Radio Pictures' *Danger Lights* was interesting, informative, and, most important of all, very timely.

"I work in a restoration film laboratory in Hollywood and shortly after your Fall issue was published we sent a copy to the restoration department of AOL Time/Warner, which owns the Radio Pictures library. An internal memo was also generated at Warner's to the restoration department to check on the status of the surviving elements of this film. It was discovered that the only available archival material for *Danger Lights* was a 1953 composite fine-grain in the Warner library.

"This fine-grain had a distinct vinegar smell—one of the earliest signs of decomposition. It was subsequently shipped to us so that we could make a new duplicate negative and new soundtrack so that *Danger Lights* would be preserved.

"I understand the original nitrate camera negative of the film had been stored with the Library of Congress for many years, but was returned to RKO Pictures about 20 years ago. It was destroyed by the studio for the silver content of the film, making the fine-grain the only surviving source for the film. The fine-grain was made from the negative, but the negative had many scratches and repairs when the fine grain was made, so sadly all these problems were printed into the fine-grain. This is a copy of the normal 35mm version of the film—apparently there is no existing example of the 65mm widescreen version of the film.

"I wanted to let you know that the publication of this article helped to preserve this piece of cinematic history, a vision into the world of a once-mighty railroad. Mr. Hammer is correct, the railroad atmosphere of this

film is incredible, and it is now saved for future generations."

That's good news, Mr. Cassidy. Thanks for sharing it with us, and thanks from all of us *Danger Lights* fans for your efforts in preserving that classic film.

Nominations, anyone?

Peter Bartlett, of Manchester, England, dropped us a line telling us about the A1 Steam Locomotive Trust, the group in his country that is building, from scratch, a 1940's-era express passenger engine. All 50 of the high-performance A1-class 4-6-2's were cut up, a situation long lamented by British steam fans. We've been following this project with interest, and have wondered ourselves about the questions Mr. Bartlett poses in his letter:

"Would a similar project to resurrect an extinct steam locomotive be possible or viable in the U.S.? What do your readers think, and what would they nominate as a suitable candidate for resurrection?"

Well, there are arguably more steam locomotives in the U.S. than there is work for them to do, and the vastness of our country as compared with Britain is certainly an obstacle to the kind of unified enthusiast effort needed for a project like the A1. But Mr. Bartlett's final point is tantalizing.

What lost locomotive *would* you most like to see recreated? NYC Hudson? Pennsy T1? Milwaukee A-class 4-4-2? And don't forget the departed diesels—a Baldwin Centipede snaking through a crossover must have made an awesome sight . . . and sound.

—Rob McGonigal ■

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American Models	103
Bates Publishing	17
Bytown Railway Society	100
CPM	97
Cape Ann Train Company	100
Catenary Video Productions	14
Central Electric Railfans	105
Challenger Press	110
Chesapeake & Ohio Historical Society	15
Choices, Inc.	10
Classic Trains Books	7
Classic Trains Calendars	2
Classic Toy Trains Magazine	19, 110
Classic Trains Magazine	107, 113
DPA-LTA Enterprises, Inc.	110
Derail Books	99
Four Ways West	106
Friends of the East Broad Top	18
Garden Railways Magazine	110
Greg Scholl Video Productions	15
Herron Rail Services	116
Hilton Publications	106
History Express	106
Loucks, Carleton	102
Machines of Iron	8
McMillan Publications	11
Mileposts Publishing Co.	104
Model Railroader Magazine	101
NRHS	16
O. Winston Link Railway Productions	16
Pappy's Productions	106
Perry's Hobbies	104
Pine Tree Press	102
Pixels, Your Image Place, Inc.	102
RGM Watches	110
Rail Plaque	15
Railcards.com	109
Rails 'N' Shafts	3
Railway & Locomotive Historical Society	12
Ralph Brown - Model Maker	18
Rediscovered Paper	12
Revelation Audio-Visuals	13, 106
Rocky Mountain Railroad Club	18
Rose, Ted	105
S&S Tours	109
Schrader Enterprises	13
Semaphore Records	109
Signature Press	12
Steamship Historical Society	13
TLC Publishing	17
Trackside Prints	14
Trainfans.com	109
Trains Magazine	108
Trains Unlimited, Tours	10, 18, 101, 106
Trains.com	9
Trainutz.com	101
Transit Shoppe	115
Transquip Company	101
Truman State University Press	102
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WMHT	102

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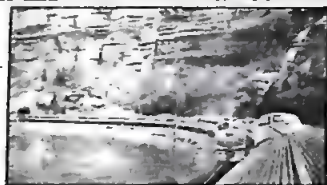
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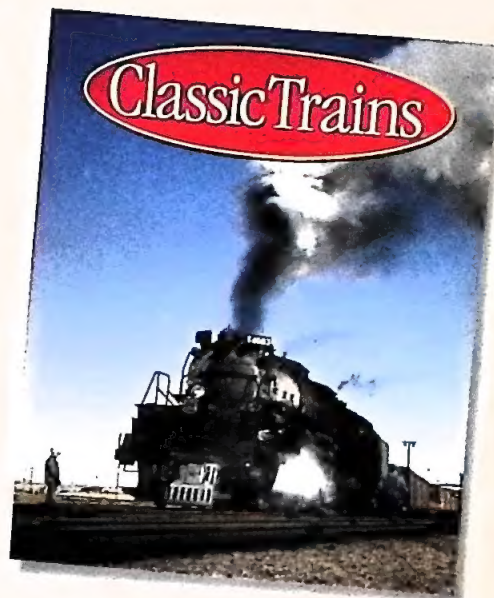
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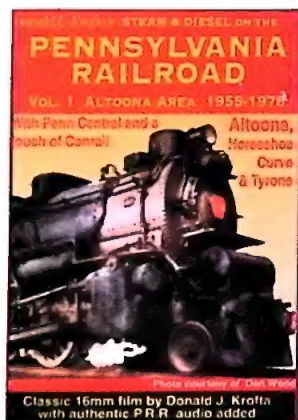
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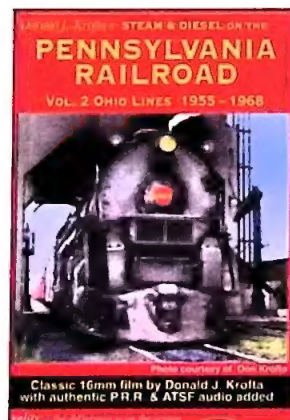
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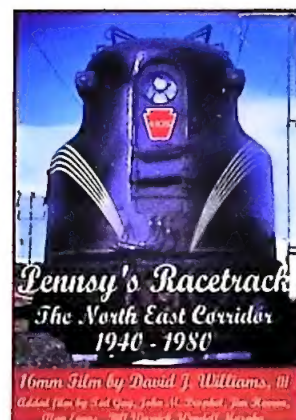
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